

**SOUTH END  
NEIGHBORHOOD REVITALIZATION ZONE  
STRATEGIC PLAN**



**Prepared for the South End Neighborhood Revitalization Zone Committee**

**By**

**City of Bridgeport  
Office of Planning & Economic Development  
Department of City Planning**

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South End Neighborhood Revitalization Zone Strategic Plan: 2010

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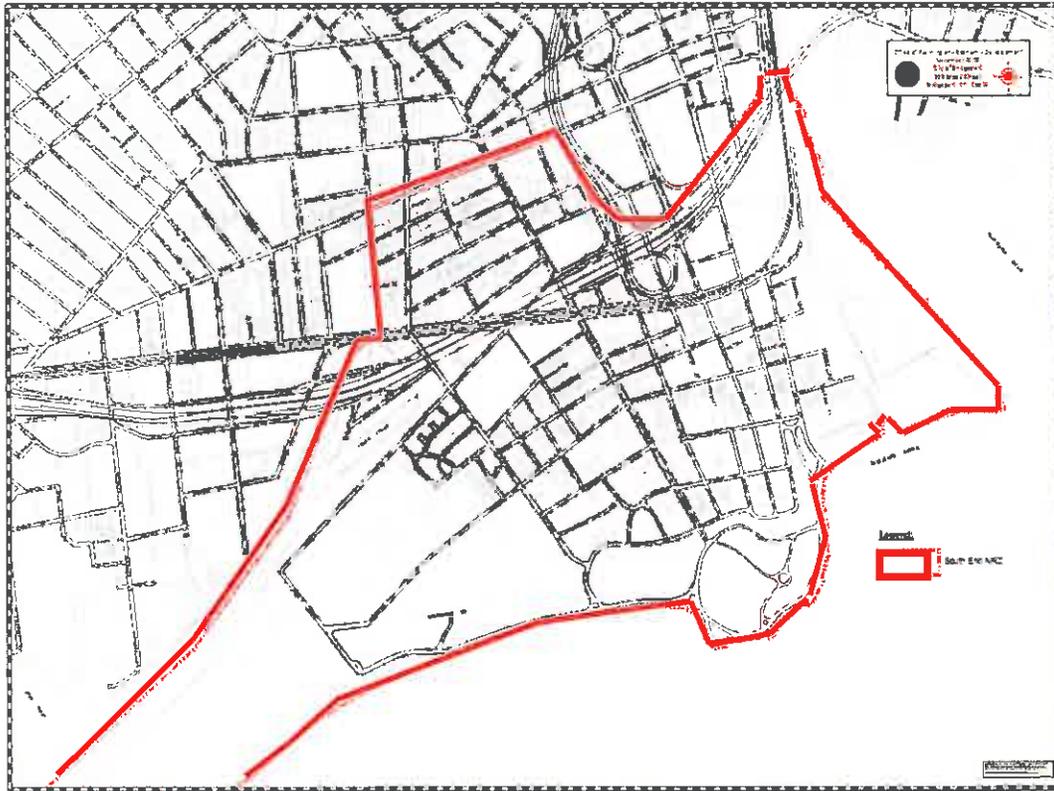
## **PREFACE**

### **Neighborhood Revitalization Zone Purpose:**

The Neighborhood Revitalization Zone (NRZ) process was established by the Connecticut General Assembly in 1995. The legislation outlined a process that encouraged community stakeholders to collaborate with all levels of government to improve neighborhoods that were affected by adverse or blighted conditions. The legislation requires the neighborhood stakeholders to work together to determine its priorities and create a plan to revitalize the area. Once the plan is developed, submitted, and approved, the neighborhood can be designated as a Neighborhood Revitalization Zone, the primary benefit of which is the ability to legally bypass often onerous regulations and rules that might otherwise impede implementation processes.

# I. GEOGRAPHIC LOCATION

## South End Neighborhood Revitalization Zone Boundary



Map 1

### 1. South End NRZ Boundary Description

Beginning at the junction of State Street and Norman Street travel east five blocks to the junction of Myrtle Avenue then: travel south along State Highway Route 8 and arc east at the junction of Prospect Street and Route 8 then : travel Southeast along the Route 8 exit to a point approximately 100 feet beyond the junction of Warren Street and Water Street then: to the centerline of Interstate I-95 then: travel east-northeast along the centerline of I-95 to the Amtrak rail corridor and further east to Bridgeport Harbor then: proceed southeast along the shoreline of Bridgeport Harbor to its terminus then: travel west along the shoreline of Seaside Park to the south-western most tip of Seaside Beach on Long Island Sound at Fayerweather Island then: travel east-north east along the mid-channel centerline of Black Rock Harbor and the along the western branch of Cedar Creek then: at the terminus of Cedar Creek travel north-north east along Harbor Street bisecting Block 0139, pass under Interstate I-95 and continue to Railroad Avenue then: travel east on Railroad Avenue to the corner of Norman Street then: travel north on Norman Street to complete the circuit a the junction of State Street.

## 2. South End Overview

Bridgeport's South End is part of the ancestral home of the Paugasette Indians. It was first settled by Europeans in 1629, chartered in 1821 and incorporated in 1826. The town was shaped through agriculture, aquaculture and water-related industries. A surviving component of the Steamboat trade in the South End NRZ is the Port Jefferson Steamboat Company founded in 1883 of which, P.T. Barnum was a stockholder. Still running today, the ferry transports approximately 1,000,000 customers to and from Long Island yearly. In the 1840's the Naugatuck Railroad and the New Haven Railroad began operations marking the City's and the South End's introduction to industrialism. Surviving South End industrial buildings, now used as condominiums, include the Warnaco Co (1876) factory located on Atlantic Street and later, the Remington Arms Company, established 1876, moved its headquarters to the South End in 1912.

Though the South End neighborhood retains a moderately healthy mix of uses and economic activity, the shift away from manufacturing and subsequent loss of jobs forced many to seek employment elsewhere, leaving behind significant unemployment. The South End additionally has undergone significant population reduction due to the loss of 500 housing units demolished under the Pequonnock Urban Redevelopment Plan. As is true with other post-industrialized urban centers, the South End has begun recovery with new businesses in the service industries and small light manufacturing shops. In addition efforts have been made to attract developers to construct mid-rises comprised of upper level residential with ground floor retail shops to service the existing and new residents occupying the new condominiums

## II. EXECUTIVE SUMMARY

The City of Bridgeport (COB), Asset Management Solutions (AMS), Philip Price Shapiro Associates (PPSA), Regional Plan Association (RPA), and the South End Neighborhood Revitalization Zone (NRZ) Planning Committee have worked together to create a comprehensive NRZ designation and redevelopment plan for the South End. Efforts to gather data to draft this plan commenced in June 09, 2007 and will culminate with the adoption of the plan in the spring of 2010.

Located in Fairfield County, Bridgeport is neighbor to some of the wealthiest municipalities in the state but has yet to reach its regional potential as an economic driver and prime residential location. Bridgeport now stands as the lone bargain for real estate and housing opportunity in the region and offers investors the best prospect for significant appreciation, which is especially true for the South End. Optimally situated at the intersection of two commuter highways, Interstate I-95 and Route 25 – 8, and adjacent to the Bridgeport intermodal complex, the South End Neighborhood offers some of the most sought-after social capital in the City of Bridgeport, with proximity to a University, scenic views across Long Island Sound, regional and local transportation access, and walking distance to downtown.

The South End is characterized by its wide variety of land uses and zoning applications that allow for restaurants, retail shops, gas and oil-supply companies, Harbor Yard Arena, Bluefish Stadium, the Port Jefferson Ferry, commercial services and industrial operations predominately located peripherally to residential, commercial and institutional zones. In addition there are religious, municipal and social services that include 13 places of Worship, 5 schools, Bridgeport Housing Authority developments, the City owned Seaside Park and the University of Bridgeport.

Businesses in the South End were typically established prior to current zoning regulations and are therefore mixed amongst residential units. These businesses served their original customer base no longer living in the South End, as well as the newer customer base now residing in the neighborhood. The largest perceived impediment to businesses in the South End is the Amtrak Railroad corridor, Interstate I-95 and the lack of adequate parking to support larger operations and congregations of people

It is critical that the South End Neighborhood development be guided through a balanced redevelopment approach: to capitalize on the existing assets to attract new residents to the neighborhood (bolster critical mass for local retail/ goods and services) and to also make physical and social improvements to address the needs of existing residents. As reiterated in the many different documents and studies, the South End neighborhood shows excellent promise for significant improvement and revitalization. In the most recent years, developers have shown interest in mixed use buildings which would provide much needed local retail as well as market rate units and further reinforce the South End as a true mixed-income community; to encourage new residents and additional resources but not at the expense of existing residents.

### III. INTRODUCTION

In 2003, the City of Bridgeport began the process of creating Neighborhood Revitalization Zone development plans to address blighted and vacant properties that threatened to undermine economic development progress achieved throughout the 1990's and early 2000's. The City opted to work with individual neighborhoods to create redevelopment plans under State of Connecticut Public Act 94-240 known as *An Act to Establish the Neighborhood Revitalization Zone* and Public Act 99-35 and also known as *An Act concerning Neighborhood Revitalization Zones*.

The South End Neighborhood Revitalization Strategic Plan is in concert with State Public Acts 92-240 and 99-35. The Plan also acts in concert with the City of Bridgeport's Comprehensive Development Strategy (CEDS) goals, updated in 2004, to "sustain and revitalize neighborhood-based retail throughout the City," and to "retain and upgrade the skills and education levels of the City's existing and potential workforce." The Plan is also in concert with the 2008 Master Plan of Conservation and Development which outlines goals to "enhance the Quality of life in the City's neighborhoods through: providing quality housing, rehabilitate existing properties; reconvert multi-unit properties back to single family homes; provide incentives for households at a range of income levels; encourage investment of "Sweat Equity" (cleanliness, safety and pride); encourage smart growth; sustain and revitalize commercial, retail, and residential corridors; improve public services; upgrade infrastructure; encourage neighborhood participation to exercise strong and effective voice in government through the development and adoption of Neighborhood Revitalization Zones.

The Community Economic Development Fund (CEDF) supported the planning process through grant funds awarded AMS to hire on behalf of the City, a planning consultant who would conduct a comprehensive survey and analysis identifying issues that affect the South End Community. The City of Bridgeport matched the Grant with Community Development Block Grant (CDBG) funds to assist in the hiring of a consultant. The firm worked with the City to establish meeting agendas, facilitate NRZ and Planning Committee meetings, and also enacted community outreach strategies to ensure all constituencies of the South End Neighborhood were represented in the Planning meetings and process.

The South End NRZ first met on April 24, 2007. The process of establishing an NRZ development plan was outlined and stakeholders were urged to come forward and participate in the process. Over the course of the next six months, meetings were held in which issues were identified and outlined by the group. Of universal concern were the issues of Safety, Physical Development and the need for a higher degree of social interaction with institutions that would interact with the community to improve the quality of life in the South End.

In April of 2007, the Community and Economic Development Fund issued a "Request for Qualifications for "Neighborhood Planning Consultant Services" to facilitate the South End neighborhood in data analysis and formulation of a South End Neighborhood Plan. The South End Selection Committee interviewed the applicants and on June 9, 2007, a

letter was subsequently sent to Philips Preiss Shapiro Associates Inc. (PPSA) informing the firm of their selection as Planning Consultants' to produce the South End Neighborhood Revitalization Zone Plan

City leaders deemed that NRZ Planning Committees and their resultant Redevelopment Plans would, while following the guidelines, mission statements and regulations, best address individual neighborhood concerns, both common and unique, yet must be designed to address and interact cohesively with adjacent neighborhoods and dovetail the City's Master Plan of Conservation and Development. On April 01, 2008, the South End Neighborhood Revitalization Zone, Inc (the South End NRZ) proposed and made effective its official By-Laws thereby creating the City of Bridgeport's fifth neighborhood redevelopment plan created under the guidelines of Public Act 94-240 and Public Act 99-35 of the Connecticut Public Statutes

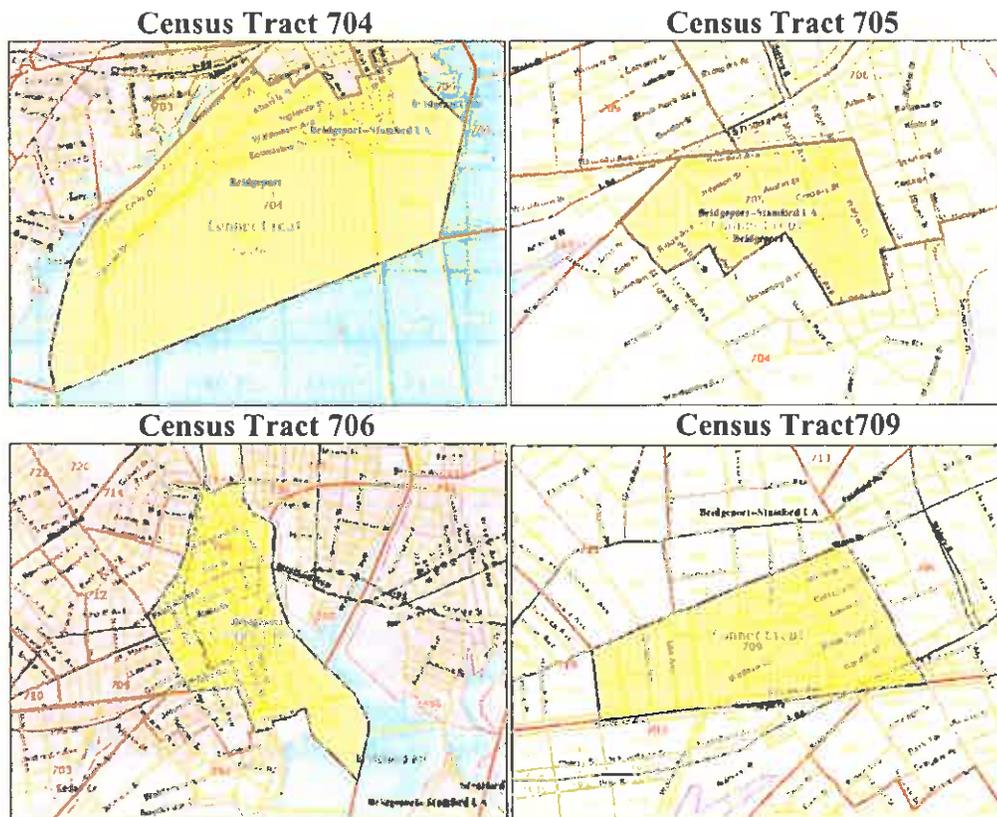
A Public Workshop (Charrette) was held Saturday, October 27, 2007 at the University of Bridgeport Student Center where a list of South End Neighborhood issues, assets and concerns identified in the first meeting, were organized into more specific South End neighborhood topics and then presented to the South End stakeholders (residents, business owners, institutions et al) for discussion. The purpose of the meeting was to set objectives and action items for each topic area. With stakeholders divided into small break-out groups, the objectives and action items were more clearly identified and prioritized.

## IV. SOUTH END COMMUNITY NEIGHBORHOOD ASSESSMENT & PROFILE:

### 1. Demographics & Economic Trends

#### a. South End Census Tracts

The South End NRZ is comprised of 2.4 acres of land within five of the City's census tracts: 0703, 0704, 0705, 0706 and 0709. The profile analysis will exclude census tract 0703, and portion of 0706 for the following reasons: the portion of census tract 703 located on the very western edge of the NRZ, is statistically insignificant. The southerly portion of Census tract 706 falls within the NRZ boundary, however, the northern portion of census tract 706, known as the Downtown District and "Teardrop," will not be included in this analysis because its intense demographic impact will "skew" the NRZ analysis. Census tracts 704 and 705 are completely within the boundaries of the South End neighborhood. Census tract 709\* extends beyond the NRZ boundary west of Norman Street where extensive non-residential and open-space properties are located. The demographic "trends" analysis will not be impacted by including all of census tract 0709.



Map 2

b. Population Profile

The South End Neighborhood is one of Bridgeport’s eleven residential neighborhoods and one of six neighborhoods designated to form Bridgeport’s Neighborhood Revitalization Zones. The 2000 Census tract data (Table 1 below) depicts both composite South End census tract data and individual census tract data. Year 2000 U.S. Census data shows the South End Neighborhood Revitalization Zone (NRZ) to have a population of 8,825 persons containing a predominant white population of 33.12%, followed by an African American population of 32.05 %, Asian at 6.49% and all others 28.34% with a total population of. 2000 U.S. Census

The Table also shows the percentages for the City of Bridgeport, whose 2000 population was, comprised of 45.16% Caucasian residents, African American or Black residents at 30.44%, Asian residents at 3.22% and all other residents at 21.18%. The South End neighborhood population differs notably from the City with 12.04% fewer Caucasians, 1.61%, more African American and Black, and 3.25% more Asians. A significant portion (one-fifth) of “other,” typically represents populations coming from various Hispanic or Latino countries.

Racial Composition of South End								
Races	Tract 0704	Tract 0705	Tract 0706	Tract 0709	Total	S. End %	City of Bpt.	Bridgeport percentage
Caucasian/White	691	471	799	962	2,923	33.12%	63,018	45.16%
African American	238	699	1,099	792	2,828	32.05%	42,478	30.44%
American Indian Alaskan	6	16	7	0	29	0.33%	486	0.35%
Asian	256	189	108	20	573	6.49%	4,492	3.22%
Native Hawaiian Pacific Islander	7	11	21	0	39	0.44%	59	0.04%
Some <i>other</i> race	177	767	347	645	1,936	21.94%	20,519	14.71%
Multi-Racial*	136	117	103	141	497	5.63%	8,477	6.08%
Total	1,511	2,270	2,484	2,560	8,825	100%	139,529	100%

-Racial is defined as persons having two or more races (racial background) in response to the 2000 U.S. Census

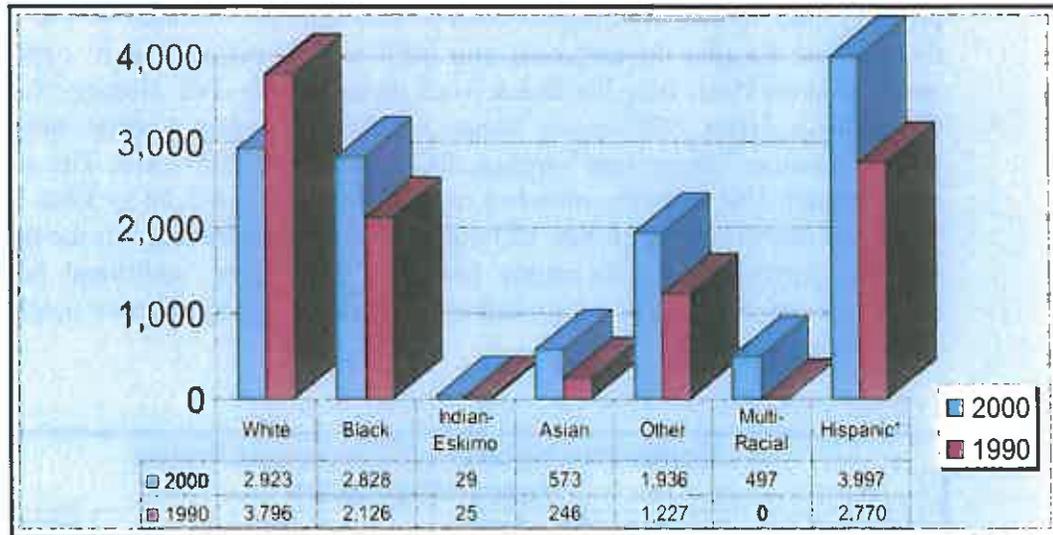
Table 1

According to the Greater Bridgeport Regional Planning Agency’s 2003 *Regional Profile*, the population of Caucasians in Bridgeport declined by 14% during the nineties while at the same time the African American population grew nearly 3.5%. The Hispanic population (being of any ethnicity) increased in population from 27% to 32 % from 1990 to year 2000.

The \*Hispanic population is defined as being of an origin rather than a race. Persons who identified themselves as Hispanic also needed to identify a racial background for the U.S. Data from the 2000 Census. Graph 1 (below) shows that

from 1990 to year 2000 there was a 30.6 % increase of in the South End Hispanic population and that presently, Hispanics peoples represent 45.2% of the total population in the South End and surpassing the City of Bridgeport's percentage by approximately 13%. Census 2000

**Hispanic Ethnic Population in the South End: Census 2000**



**Graph 1**

Table 2 shows the average family size for each of the Census Tracts, Neighborhood, and City of Bridgeport as of 2000. The family size for each of the tracts is significantly larger than that of the City overall. Family income, as later shown in this report, does not correspond nor does it meet the financial requirements to support the trend of larger families in the South End neighborhood.

**Family Size:**

Census Tracts	Census Tract 0704	Census Tract 0705	Census Tract 0706	Census Tract 0709	South End Neighborhood	City of Bridgeport
Average family Size	2.93	3.42	3.15	3.72	3.30	2.7

Census: 2000

**Table 2**

c. Housing

The South End neighborhood has a dense urban framework with an older housing stock, the majority of which was built prior to 1960. In the late 1990's, over 500 hundred units of housing were lost in the demolition of the Pequonnock Apartments reducing overall neighborhood stock from 3061 units to 2561 units. The City, acting in response to the loss of housing and displacement of residents, partnered with the Housing Authority to provide citywide replacement housing for displaced Pequonnock residents. More recently, the City issued a *Request for*

*Proposals* for development of the Pequonnock located at Allen Street immediately south of Interstate 95. The site is presently owned by the City of Bridgeport and the Bridgeport Housing Authority. Additional housing efforts and successes are found in the conversion of Jefferson School to condominiums, and the Lofts at Lafayette. Development opportunities also include the Conte property, the former Remington Shaver Site and the balance of the Warnaco factory site. Smaller development and infill with homeownership opportunities are located on 1502, 160, 204 Black Rock Avenue, 188 -198 Gregory Street, 59 – 61 Hanover Street, 231 Lewis Street, 669-663 Iranistan Avenue and 370-371 Myrtle Avenue. The present housing stock count is at 2800 units. The occupancy rate of South End housing units has risen from a level of 2.59 to 3.30. This may be due to overcrowding in lieu of housing loss and an increase in the number of students partaking in off-campus housing: Regardless, additional housing is needed if the South End is to achieve critical mass to support neighborhood commercial issues.

<b>South End Household Occupant Status Years 1990 - 2000</b>						
<b>Census Tracts 704, 705, 706 &amp; 709</b>	<b>2000</b>	<b>%</b>	<b>Bridgeport</b>	<b>%</b>	<b>1990</b>	<b>%</b>
# Households	2697		50,305		3061	
Ave. Persons per Household	3.30		2.7		2.59	
Single Persons	1140	42.2	14,568	28.9	1209	39.4
Couple with Children	322	11.9	8,984	17.9	465	15.4
Couple without Children	400	14.8	9,172	18.2	374	12.4
Single Male with Children	51	1.7	1,482	2.9	141	4.1
Single Female with Children	636	23.5	7,346	14.6	802	26.5
Grandparent with Children	148	5.5	1,757	3.5	70	2.2

Census 2000

Table 3

It is significant to note, especially when determining the appropriate affordable housing, that the percentage of single-mother households (among all households) in the South End is approximately 30% while the Bridgeport percentage is significantly less at 17.4%)

While the City of Bridgeport has an approximate 43% ownership rate, the South End neighborhood has approximately 23% owner-occupied units. Additionally, household size in Bridgeport overall is an average of 2.7, while the South End neighborhood tracts average 3.30 persons per household. All the data is listed in Tables 4 and 5 below.

### Population in Households

Census Tracts	Total Population in households	Total Households	Total population	Average household size
Tract 704	1156	555	1,511	2.93
Tract 705	2301	760	2,270	3.42
Tract 706	2109	*1051	2,484	3.15
Tract 709	2484	752	2,560	3.72
<b>South End Totals and Average</b>	<b>8050</b>	<b>*3118</b>	<b>8825</b>	<b>3.30</b>
Bridgeport City	135,933	50,307	139,529	2.7

Table 4

- Census tract 706 once housed the Pequonnock and Barnum Apartments which were demolished to make way for future mixed use development. Over 500 units of housing were razed. There has been a small degree of recovery through restoration of neighborhood factories for adaptive reuse as condominiums.

Of approximately 2,800 units of housing today, 23% are owner occupied, 64% are renter occupied. Vacant units constitute 12.2% of the housing stock while 11.4% of all units are overcrowded.

### Housing Tenure

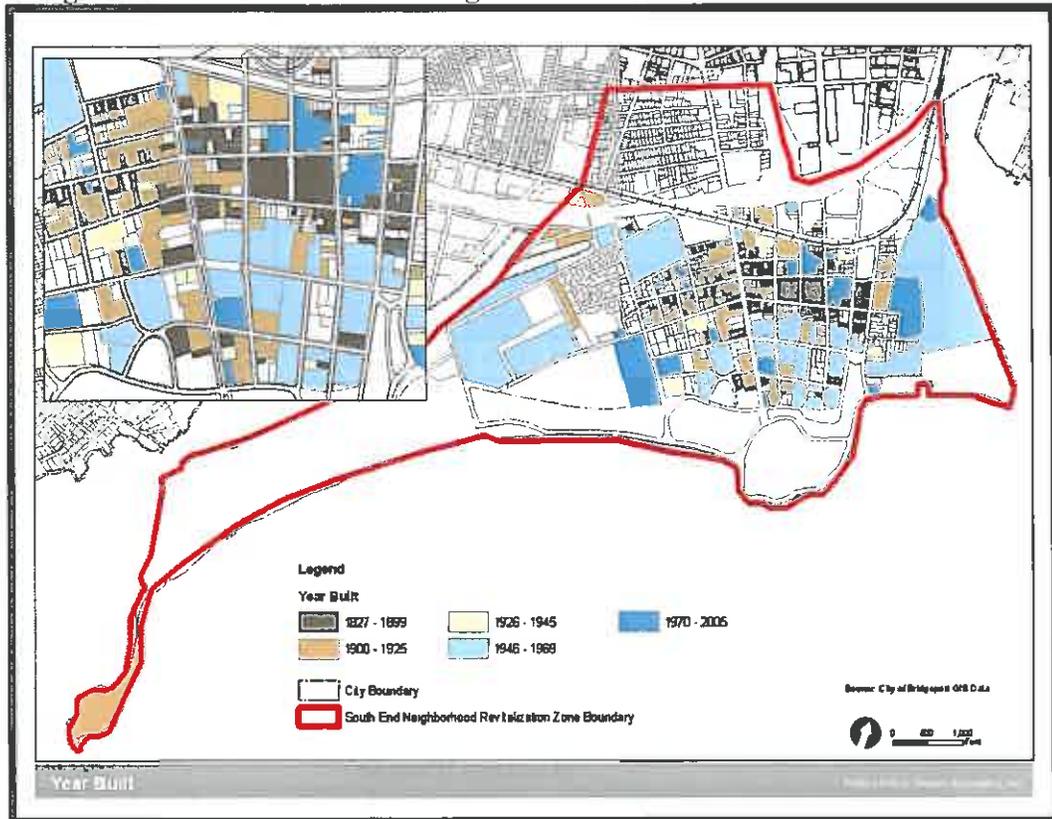
Census Tracts	Renter-occupied		Owner occupied		Total Occupied housing units
	Unit	%	Unit	%	
Tract 704	253	45.6	302	54.5	555
Tract 705	693	91.2	67	8.8	760
Tract 706	655	87.2	96	12.8	751
Tract 709	540	71.8	212	28.2	752
<b>South End Totals</b>	<b>2,141</b>	<b>(78.3)</b>	<b>677</b>	<b>(21.7)</b>	<b>2,881</b>
Bridgeport : Total	28,552	56.8	21,755	(43.2)	50,307

Table 5

South End renter occupancy exceeds the City average by 41.5% and South End homeownership is 21.5% lower than the City average.

Approximately 5.5 % of South End housing was built in the last twenty years indicating that the neighborhood housing stock is aging and in a number of cases, buildings are blighted and beyond salvation. The South End NRZ is actively working with the City to upgrade residential buildings and increase the number of housing units proposed by developers. The South End NRZ will seek to maintain neighborhood character and architectural themes throughout the process.

**Age and Distribution of Housing Stock in Lower South End South NRZ**



Map 3

d. Household Income: (Median Household and Per Capita Incomes)

The South End Household income of \$20,444 falls well below the City average household income (\$34,659) by more than 30%, and the Fairfield County average of \$77,690 while the South End per capita income of \$11,233 also falls short of the City average of \$16,306, or approximately 25%. Though Household and Per Capita incomes have risen between 1990 and year 2000, the rate of rise has not kept pace with the rate of inflation. In year 2003, a family must earn about \$38,640 to afford the \$966 fair market rent for a two-bedroom apartment in the Bridgeport area. This translates into wages of about \$18.60 an hour (more than double Connecticut’s minimum wage of \$8.25 (U.S. Labor Law: 2010)

Median Household Income Census 2000

Median Household Income	South End	Bridgeport	South End
South End NRZ	Year 2000	Year 2000	Year 1990
Census Tract 0704	\$ 28,295.00		\$ 25,579.00
Census Tract 0705	\$ 15,096.00		\$ 9,790.00
Census Tract 0706	\$ 12,462.00		\$ 9,723.00
Census Tract 0709	\$ 25,926.00		\$ 26,167.00
Average: NRZ Census Tracts	\$ 20,444.00	\$ 34,659.00	\$ 17,814.00

Table 6

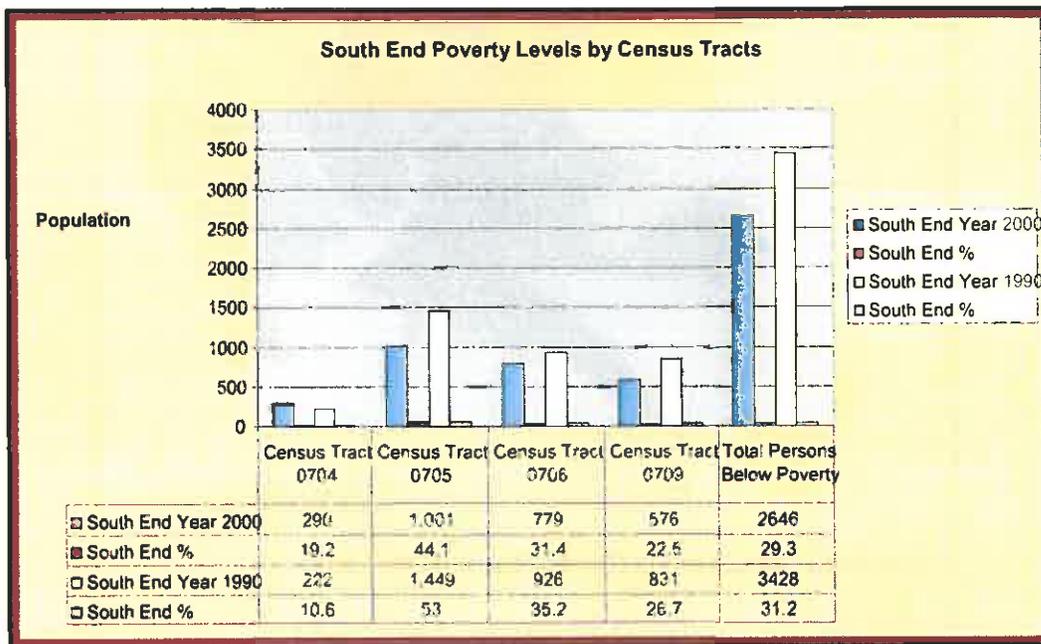
**Per Capita Income Census 2000 Table**

Per Capita Income	South End	Bridgeport	South End
South End NRZ	Year 2000	Year 2000	Year 1990
Census Tract 0704	\$ 15,810.00		\$ 10,619.00
Census Tract 0705	\$ 8,919.00		\$ 6,318.00
Census Tract 0706	\$ 9,775.00		\$ 8,550.00
Census Tract 0709	\$ 10,431.00		\$ 8,840.00
Average: NRZ Census Tracts	\$ 11,233.00	\$ 16,306.00	\$ 8,581.75

Table 7

Unemployment is a problem in the South End of Bridgeport, as more than one in three residents (35.4%) were unemployed as of 2000 data. This is perhaps (as deemed by the South End NRZ Planning Committee) a reflection of the low levels

**South End Poverty by Census Tracts**

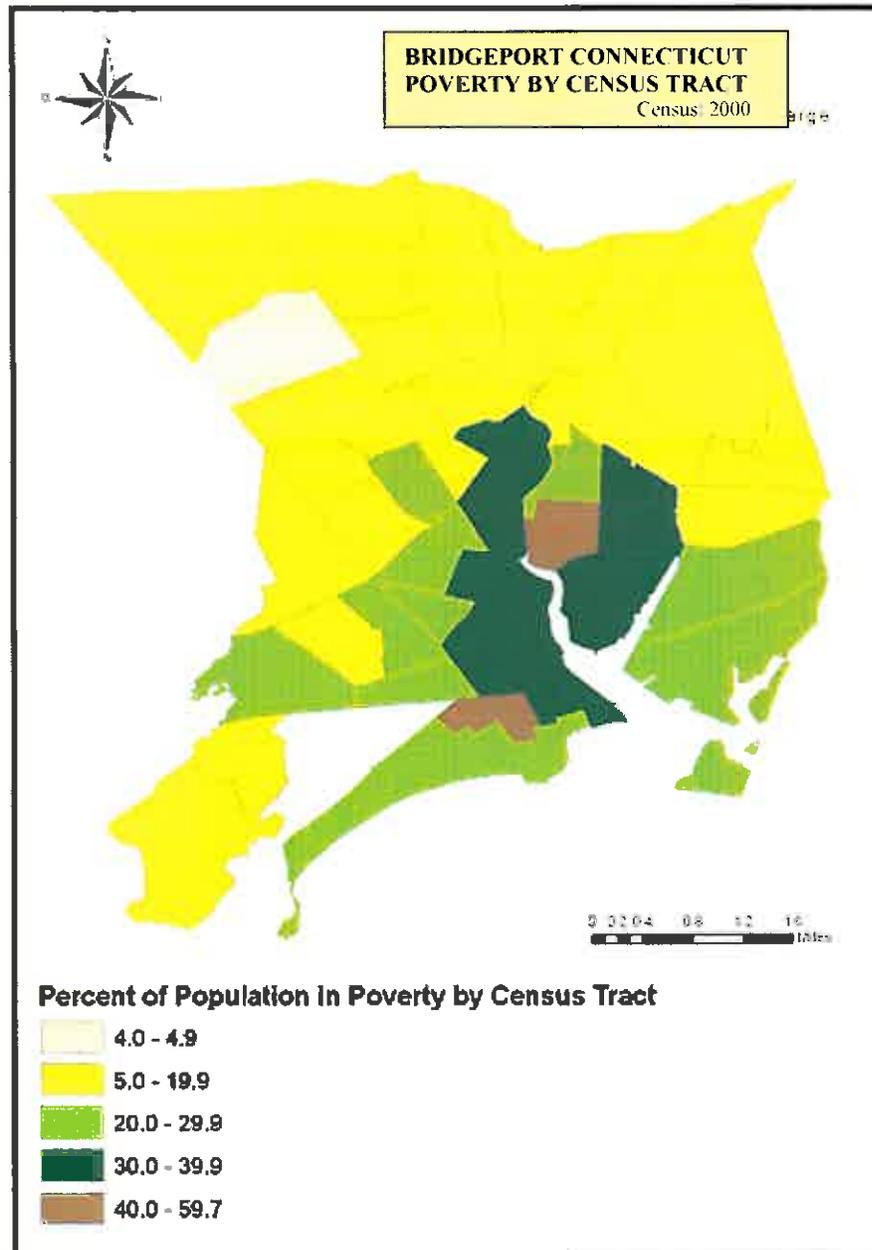


Graph 2

of educational attainment in the South End (as is shown in Graph 3 on page 15). This high level of unemployment may be a causative factor for the profound poverty that is evident in the South End, affecting over three out of every eight neighborhood residents per 2000 census data.

Poverty in the South End, as reflected in income statistics, is pervasive in reaching beyond 30% of the population as compared to 18% for the City of

Bridgeport. Poverty in the South End School is magnified by high dropout rates and the loss of manufacturing jobs. To combat poverty, the South End is in great need of comprehensive adult education and social and civic programs such as the Career Advancement Program dedicated to reverse the trend of poverty: a service provided through Temporary Assistance for Needy Families (TNAF)



Census Bureau: 2000 U.S. Department of Commerce

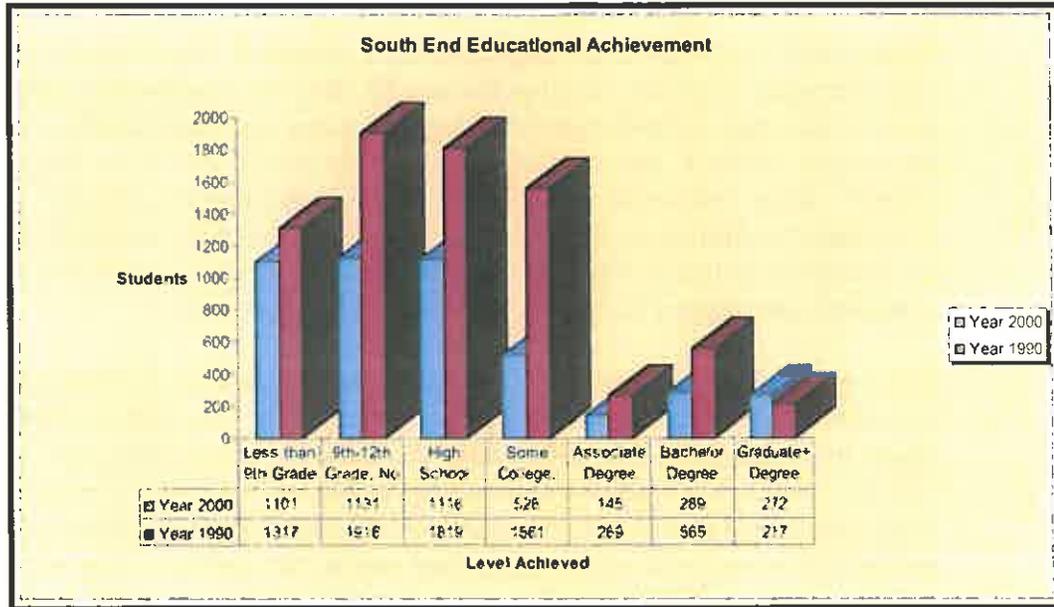
Map 4

e. Education

Over the last two decades, the South End has undergone a substantial decrease in student population, due in large part to demolition of the Pequonnock Apartment

complexes and a decrease in population due to the loss of jobs in the manufacturing sector. Presently, while in the absence of substantial residential development, it is unlikely that the South End public schools will regain their previous student populations over the next ten years. To overcome this problem the South End must promote and instill the value of education in its youth while concurrently providing youth programs and encouraging civic mindedness.

### South End Scholastic Achievement



Graph 3

The South End presently is home to the University of Bridgeport, UB Swing Space, Bridgeport International Academy, and Bridgeport Hope School, New Beginnings Charter School and the Roosevelt Elementary School which was recently awarded \$22 million for demolition and new construction.

f. Business Profile

The South End has several significant employers that shaped the history and character of the neighborhood and will likely play an important role in advancing the NRZ implementation plan: The following are the top South End employers:

Largest South End Employers	Number of Employees
University of Bridgeport	930 (Includes 490 adjunct professors)
Santa Fuel	100 – 250
Sikorsky	100
PSEG Power Plant	<i>Not available</i>
UI:	100 +/-
Bridgeport International Academy	20+/-
Harbor Yard Arena	16 – 18 full time
Bluefish Stadium	15–25 Part time: 200 Seasonal
Port Jefferson Ferry	18 full time
South End Swing Space School	

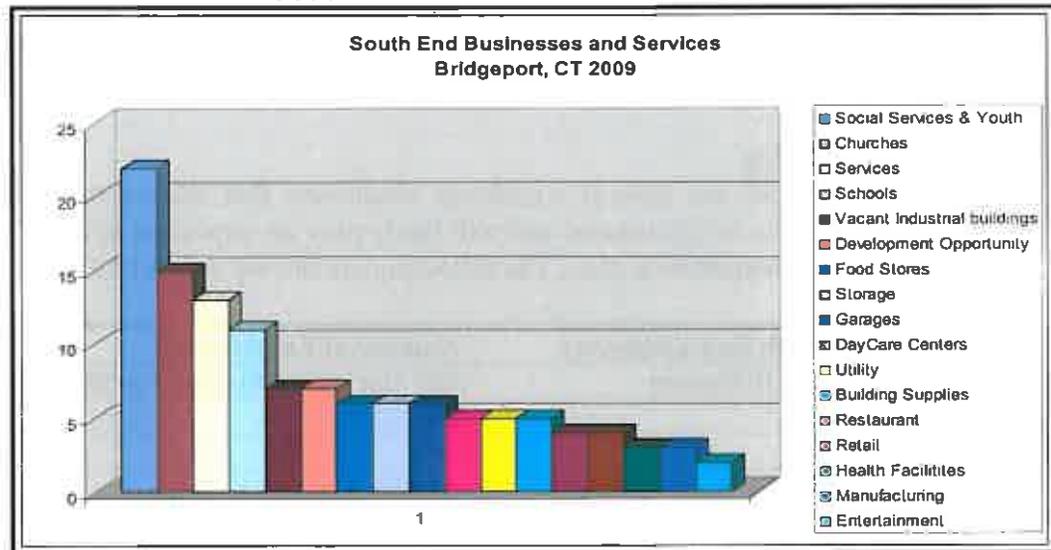
Table 8

Across all industries, there are a total of 2,614 jobs in the South End NRZ, the vast majority being employed by the University of Bridgeport though not all are full time positions. Aside from UB, only 50, or just less than 2 percent) are in the traditionally higher-income earning FIRE industries (Financial, Insurance, Real Estate, banking, etc.) The remaining jobs are spread among service industry employment (1,836/ 70 percent), retail (232/ 9 percent), including agriculture, mining, manufacturing, public administration, and transportation.

Historically, the South End neighborhood’s economic base was driven through manufacturing of goods, but over the last 50 years the neighborhood has suffered substantial losses of both manufacturing companies and skilled factory employees to cheaper southern and foreign venues. The South End is no longer able to support large industrial complexes and is adjusting to present economic constraints by shifting its economic position from that of an industrial base to that of mixed-use corridors that offer opportunities for services, retail shops and light industrial operations with residential units above street level.

Developers showing increased interest in the South End have submitted and executed plans utilizing adaptive reuse strategies to rehabilitate empty factory space into condominiums. Once fully developed and occupied, the community will be a much improved position to support new and existing mixed use services along designated mixed-use zones. Additional development opportunities are yet realized on several sites such as the Pequonnock site and the Conte site. The City will be issuing an RFP for the Pequonnock site in the near future.

### South End Business and Services Profile



Graph 4

The above Business Profile graph shows a substantial shift to service related business and a significant loss in manufacturing. The need for retraining workers

in all areas of the work force will be necessary for the economic success of the South End NRZ.

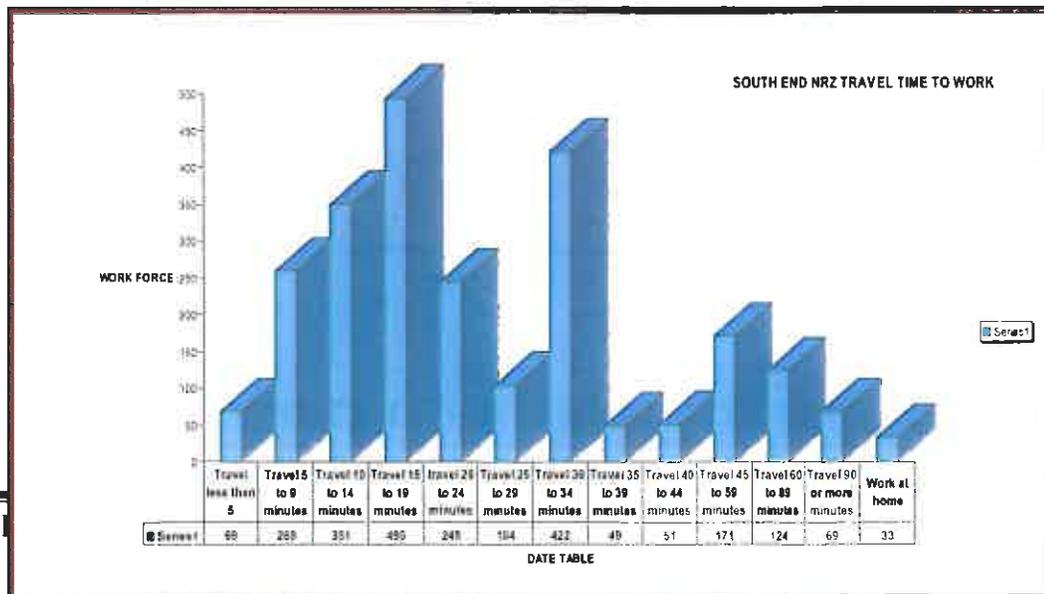
### Commute Time for South End and Bridgeport

Commute to Work	Tract 704	Tract 705	Tract 706	Tract 709	South End	Bridgeport
Total Workers	492	581	560	810	2443	55272
Did not work at home	486	581	543	800	2410	54509
Travel less than 5 minutes	14	0	29	26	69	1223
Travel 5 to 9 minutes	79	22	74	85	260	5285
Travel 10 to 14 minutes	59	125	81	86	351	9323
Travel 15 to 19 minutes	102	121	72	200	493	10599
Travel 20 to 24 minutes	67	61	59	58	245	8105
Travel 25 to 29 minutes	10	24	32	38	104	2422
Travel 30 to 34 minutes	69	61	104	188	422	7460
Travel 35 to 39 minutes	22	0	15	12	49	921
Travel 40 to 44 minutes	14	18	13	6	51	1474
Travel 45 to 59 minutes	38	87	34	12	171	3195
Travel 60 to 89 minutes	7	44	17	56	124	2959
Travel 90 or more minutes	5	18	13	33	69	1543
Worked at home	6	0	17	10	33	763

Table 9

The majority of South End workers (69 percent), travel to work in vehicles and of that, 72 percent travel alone while the other 28 percent carpool. Commute times for workers living in the South End NRZ (see Graph 5) who do not work at home range from less than 5 minutes (fewer than 3 percent) to greater than 90 minute commutes. As high as 56 percent of workers travel between 5 and 24 minutes to work, and an additional 22 percent travel between 25 and 34 minutes.

### South End Residents Travel Time to Work



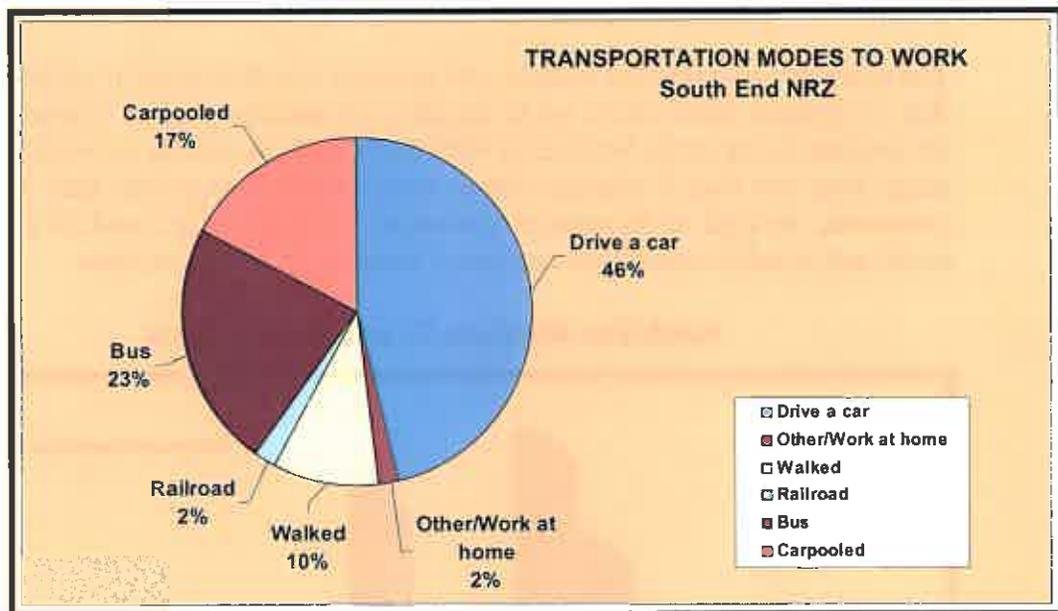
**Graph 5**

The majority of South End workers are not within walking distance from home, given the mean time of 20 minutes to walk one mile. Acceptable walking distances fall between one to two miles. Of 2,443 commuters surveyed 2,341 traveled five or more minutes to work indicating that the vast majority of the South End work force is dependant on vehicular transportation.

Presently, 23% of residents surveyed indicated that they use buses to get to work suggesting that the local transit infrastructure does not fully serve the needs of the working public.

No more than 20% of the South End workforce finds employment in the South End. Approximately 63% drive or carpool, 23% take the bus and 2% use the train. Only 10% of the South End work force walks while 2% work at home. As jobs in the South End have declined, the population in the South End has been rising. The increased volume of cars will shortly render the infrastructure inadequate, requiring necessary improvements, realignment of roadways, and additional parking.

**Transportation Modes**



**Graph 6**

## V. DEVELOPMENT CONTROLS & REGULATIONS

## 1. Existing Land Use Profile

Historically, the South End consisted of manufacturing facilities and residential units housing the work force supporting the industrial operations. The land use designations selected for the 1990 Master Plan of Development reflects the primacy of the industrial economic base at that time, and time before.

### Land-Use Map: 2008



Map 5

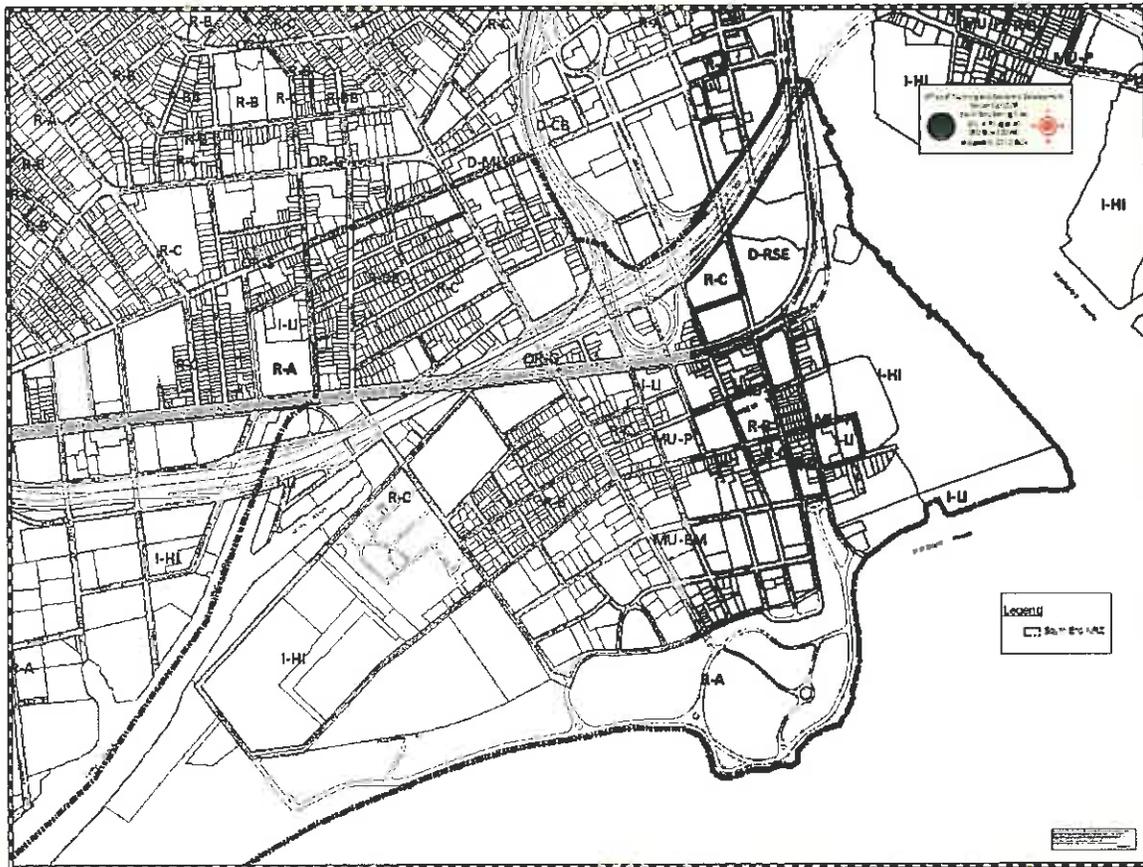
Over the last two decades, substantial loss of manufacturing jobs and facilities has compelled the labor force to seek work elsewhere thereby reducing the population and the skilled labor force. Additional population loss resulting from the demolition of the Pequonnock apartments further reduced the economic recovery capacity of the South End. Though many South End industrial structures yet remain vacant without prospect of attracting new industry, adaptive reuse in the form of housing is replacing prior industrial uses. Land use reform will be required to facilitate the growth of the housing market and the commercial enterprises needed to support the new population.

## 2. Zoning

The South End is presently home to numerous abandoned and underutilized industrial lots between Railroad Avenue, Myrtle Avenue, Atlantic Street and Broad Street, and along the southern portion of Railroad Avenue. Properties located on these blocks are presently zoned *heavy* and *light* industrial. The growth in housing units and the loss of industrial complexes has rendered much of the South End zoning obsolete. As the South End seeks to become more of a mixed-use residential community, zoning changes will be needed to achieve that goal, especially in controlling and preventing

nonconforming industrial uses such as the depositing of industrial debris and the storage of toxic materials.

### Zoning Map Prior to 2010 Master Plan



Map 6

### 3. Coastal Management Floodplain Boundaries

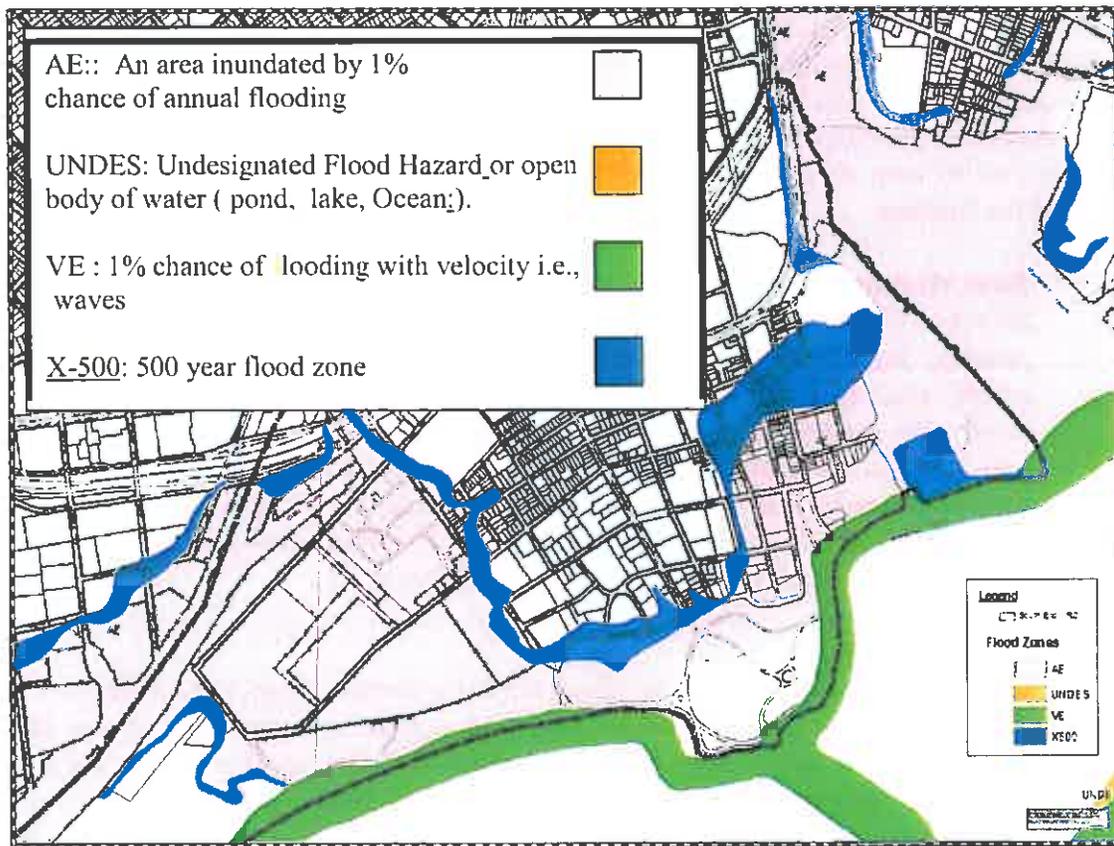
The City's current Coastal Site Plan Review procedures are outlined in Article 14.3 and implementation Sections 22a-105 through 22a-109 of the Connecticut General Statutes.

There are no specific additional local requirements for implementing the States Coastal Policies. Flood Hazard areas (100-Year Flood Boundary) are located along Bridgeport Harbor to the east, the entirety of the south eastern shore line up to Waldemere Avenue and along Broad Street and Lafayette Street to Atlantic Street and to the west, the entire length of Cedar Creek with flooding covering all of the Sikorsky Plant north to the

railroad tracks and east to Iranistan Avenue. The 500 year event uniformly floods an additional 500 feet further inland with the exception of several blocks above Atlantic Street and east of Myrtle Avenue. Flooding again, continues northward approximately 500 feet southeast of the railroad tracks.

The City of Bridgeport Department of Emergency Management has developed a *Disaster Preparedness Plan* detailing evacuation routes, shelters and preparedness planning suggestions that homeowners can utilize in the event of catastrophic weather, tectonic anomalies and breaches of homeland security .

### Coastal Management Floodplain



City of Bridgeport

Map 7

## VI. SOUTH END NRZ PROCESS

To achieve the Goals and objectives established by the South End Planning Committee, the neighborhood must encourage new development and activity centers to strengthen and stabilize existing resources, rather than sacrificing existing assets. Prioritized intervention

and implementation must be initiated to improve primary corridors, capitalize on waterfront location, utilize housing inventory, apply adaptive reuse strategies to historic and viable vacant structures while at the same time assuring present and future generations that quality of life will be maintained and improved.

The implementation-oriented planning process discussions raised questions about the purpose of an NRZ; about appropriate goals and objectives for the South End Neighborhood. And though issues and opportunities discussed often appeared to be predetermined or even unclear, the stakeholder's collaborative efforts generated new ideas and solutions, to overcome chronic neighborhood problems. The process established the platform from which the neighborhood began to formulate policy and identify programmatic priorities consistent with the newly established goals.

The final task of the South End NRZ process was to prepare a strategic plan organized into topic areas with prioritized short-term and long-term objectives and action items. Consultants PPSA and RPA guided the community in the process by which to articulate its concerns and priorities for the South End's future development. A series of three-meetings were held to help achieve this objective after which numerous subsequent meetings fine tuned the findings

- **First Meeting:**

*Primary objective of the meeting was to introduce the public to the NRZ process, present existing conditions analysis, and gather the gamut of issues, assets and concerns affecting the South End community. After the first meeting, a master-list of issues, assets and concerns were compiled and divided into topic areas and given to the Neighborhood Revitalization Committee for review, comment and supplement before the second meeting. The Committee used the product of the first meeting to create a vision statement that will guide development in the South End over the next 20 years.*

- **Second Meeting:**

*Consisted of a public charrette, where the list of issues, assets and concerns from the first meeting were organized into topic areas and presented to the public. The purpose of the meeting was to set objectives and action items for each topic area. With the stakeholders divided into small break-out groups, the objectives and action items were vetted and prioritized with the goal of setting priorities with an understanding of trade-offs.*

- **Third Meeting:**

*With the bulk of the strategic plan drafted, the final meeting will be used to present the draft of the strategic plan to the public. Stakeholders at the meeting had the chance to suggest modifications to the list, emphasis or themes to ensure that the emergent options and themes are consistent with the longstanding point of view and priorities of the NRZ.*

## VII. FINDINGS: Strengths, Challenges, Opportunities

Based on the meetings with the NRZ Committee and discussions with City representatives, individual Committee members, and South End residents, the following South End Strengths, Challenges and Opportunities have been identified:

### 1. Neighborhood Strengths

<p>1. <u>Housing Strengths &amp; Potential</u></p> <ul style="list-style-type: none"> <li>• Lofts on Lafayette</li> <li>• Seaside Village</li> <li>• Marina Village</li> <li>• Adaptive Reuse Park City Hospital</li> <li>• Warnaco, Remington Shaver etc</li> </ul>	<p>2. <u>Historic Strengths and Potential</u></p> <ul style="list-style-type: none"> <li>• Seaside Park</li> <li>• Historic districts</li> <li>• Historic Past: PT Barnum, F. Olmsted &amp; Little Liberia</li> <li>• Active Preservation of historic factories &amp; historic housing Stock</li> <li>• Existing structures available for adaptive re-use (Park City Hospital)</li> </ul>
<p>3. <u>Educational Strengths</u></p> <ul style="list-style-type: none"> <li>• University of Bridgeport and its students</li> <li>• University School</li> <li>• Swing Space @ U. B. South End El Sch</li> <li>• Bridgeport Hope School</li> <li>• Proposed Roosevelt School</li> <li>• Bridgeport International Academy</li> <li>• New Beginnings Charter School</li> </ul>	<p>4. <u>Development Factors</u></p> <ul style="list-style-type: none"> <li>• Available land for new development</li> <li>• Skilled labor Force in place</li> <li>• Existing recreational amenities</li> <li>• Low crime rate</li> <li>• In Transit Oriented District</li> <li>• Adjacent to Central Business District</li> </ul>
<p>5. <u>Miscellaneous</u></p> <ul style="list-style-type: none"> <li>• YMCA Streetscape project</li> <li>• Floodplains map/ Evacuation Plan</li> <li>• Proximity to the water—has transformative power</li> <li>• Famous Pizza &amp; Park Avenue Convenience Store/ Market</li> </ul>	

Table 10

### 2. Neighborhood Challenges

<p>1. <u>Parking:</u></p> <ul style="list-style-type: none"> <li>• Parking is abundant now but can't handle more development</li> <li>• People park everywhere, no parking enforcement</li> <li>• Iranistan and Park Ave parking setup block the streetscapes</li> </ul> <p><b>Neighborhood Challenges Continued</b></p>	<p>2. <u>Flooding &amp; Sewers:</u></p> <ul style="list-style-type: none"> <li>• Lots of hard surface area</li> <li>• Very old sewer and storm-water infrastructure</li> <li>• WPCA limited capacity to drain off storm water</li> <li>• Sewage and run-off in same system</li> <li>• Flooding along roads, underpasses and viaducts</li> </ul>
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	<ul style="list-style-type: none"> <li>• New construction may lead to sewer and storm water discharge overload</li> </ul>
<p>3. <u>Blight:</u></p> <ul style="list-style-type: none"> <li>• Garbage and litter in the streets attracts vermin</li> <li>• Absentee landlords don't maintain property</li> <li>• Structural Abandonment causes unsafe conditions for children</li> <li>• Structural abandonment increase likelihood of arson</li> </ul>	<p>4. <u>Vagrancy &amp; Crime:</u></p> <ul style="list-style-type: none"> <li>• Lots of loitering</li> <li>• Drinking , no police enforcement</li> <li>• Gang problems</li> <li>• Ornamental Street lights (broken/non working lights)</li> </ul>
<p>5. <u>Taxes:</u></p> <ul style="list-style-type: none"> <li>• High percentage of Tax Exempt Properties UB, , Schools, churches &amp; Seaside Park</li> <li>• PILOT programs do not reimburse full value of property located on prime parkland with water-access</li> <li>• Increasing taxes make situation onerous.</li> </ul>	<p>6. <u>Streets:</u></p> <ul style="list-style-type: none"> <li>• Deplorable Streetscapes</li> <li>• Not bike friendly</li> <li>• No signage when entering the neighborhood/ gateway treatment</li> <li>• Sidewalks in bad condition &amp; not ADA compliant</li> <li>• Inhospitable and dangerous to kids</li> <li>• Underpasses disconnect neighborhood from rest of city</li> <li>• Excessive hard surface area in SE</li> </ul>
<p>7. <u>Retail Development:</u></p> <ul style="list-style-type: none"> <li>• Need for neighborhood retail, restaurants, grocery &amp; specialty shops.</li> <li>• Absentee landlords hampering development while waiting for property values to rise while property deteriorates</li> <li>• Adaptive re-use of factory buildings</li> <li>• New development</li> <li>• Pequonnock site— Need for a park concession stand to attract visitors. New retail may not serve the S.E. residents</li> </ul>	<p>8. <u>Parks:</u></p> <ul style="list-style-type: none"> <li>• Noise during summer months</li> <li>• Underutilization of park (could use basketball and tennis)</li> <li>• Excessive speeding</li> <li>• Littering</li> </ul>
<p>9. <u>Housing:</u></p> <ul style="list-style-type: none"> <li>• Marina Village needs to be cleaned up before we can solicit new retailers— "quality of community issues" need to be addressed first</li> <li>• The western half of the Warnaco building needs to be addressed.</li> <li>• Housing Authority needs a "help Line" to assist residents with housing issues</li> </ul>	<p>10. <u>Regulatory Enforcement:</u></p> <ul style="list-style-type: none"> <li>• Some homeowners make changes to the house without City permit (i.e., no enforcement of the housing code)</li> <li>• Excessive height of pending projects</li> <li>• Iranistan—Seaside Market—loitering</li> <li>• Discourage fast food franchises &amp; encourage pocket retail/restaurants</li> </ul>

Table 11

### 3. Neighborhood Opportunities

<p>1. <u>Streetscape and Traffic Improvement Programs:</u></p> <ul style="list-style-type: none"> <li>• Make gateways prominent through painting and signage of the rail viaducts (like it used to be)</li> <li>• Landscaping projects/Community gardens</li> <li>• Broad Street can be the pedestrian friendly linkage between the yet to be determined mixed-use Pequonnock site and the Remington Shaver site</li> <li>• Design some streets for truck traffic only</li> <li>• Create bicycle friendly retail parking spaces</li> <li>• A bridge for beach traffic to bypass the neighborhood by coming directly south from the highway to the Park</li> </ul>	<p>2. <u>Social Programs:</u></p> <ul style="list-style-type: none"> <li>• Community center youth program</li> <li>• Pequonnock retail component</li> <li>• Green theme/ alternative renewable energy</li> <li>• Renewable energy</li> <li>• Park Events Programs</li> <li>• Marina Village volunteer clean up and landscaping project</li> <li>• Ensure that developers make use of local labor, etc.</li> </ul>
<p>3. <u>Development Programs:</u></p> <ul style="list-style-type: none"> <li>• Sikorsky (potential manufacturing; employment center)</li> <li>• Re-use the landfill</li> <li>• mixed-use restaurants/coffee-shops/cafes in residential areas</li> <li>• Improve existing WPCA infrastructure and plan for new sewers</li> <li>• Protect neighborhood from development pressure and runaway gentrification</li> <li>• Consolidate commercial areas</li> <li>• Warren Street outlet center Deli type restaurants for Warnaco/Lofts of Lafayette residents</li> </ul>	<p>4. <u>Housing</u></p> <ul style="list-style-type: none"> <li>• Large vacant interior spaces present infill housing opportunities</li> <li>• Rehabilitation of Marina Village</li> <li>• Hope Six</li> <li>• Developer proposals for 60 Main Street, Warnaco, Conte Site, Housing Authority</li> </ul>

Table 12

The final objective of the workshop process was to get feedback on the various stakeholder recommendations generated around the NRZ Plan and Implementation Plan topics. Topics such as land use, capacity, sustainable growth and numerous neighborhood linkages were discussed to set the final groundwork in formulating the Plan.

## **VIII. SUMMARY OF PLANNING COMMITTEE FINDINGS**

The SENRZ Planning Committee identified numerous issues that affect the neighborhood which when broken down, cover three broad categories: Physical development, Social Issues and Public Safety issues. Those identified under Physical Development include Blight, Housing, Density, Historic Character of the neighborhood (257 historic homes in 5 historic districts), sidewalks and improved connectivity to Downtown and the Intermodal transportation systems (Rail, Bus, Cab, Port Jeff Ferry and Bridgeport's

Sikorsky Airport located ten minutes from the intermodal complex). Concerns under Social issues included youth and senior centers, public, private and institutional participation in community improvement activities, Blight and Quality of Life. The Public Safety component encompassed increasing traffic control, crime watch, discouraging inappropriate and illegal activities on park land, illegal dumping and emergency evacuation response.

Given the NRZ emphasis on the neighborhood structures analysis, environment and socio-economic analysis the following methodology was utilized:

- Surveyed residents and other stakeholders
- Focus groups of community and business leaders
- Stakeholder design workshop
- Analysis of census data and other demographic reports
- Land use and zoning analysis, through field research and mapping
- Review of appropriate “comparable” retail areas
- Analysis of housing opportunities, retail market niche
- Review of best practices, case studies and appropriate interventions

## 1. Summary of Major Findings

The major findings of analyses, Committee, and stakeholder discussions include:

- South End has historically been a model for workforce, affordable housing and has and is a mixed-use, mixed-income neighborhood.
- South End has all the building blocks to be an attractive, diverse urban village with a great mix of viable local amenities as well as regional destinations.
- While the housing inventory is varied and in moderately good condition, there are significant concentrations of dilapidated and abandoned buildings and vacant lots.
- In comparison to Bridgeport, the South End has a disproportionately high percentage of low-income residents living below the poverty line.
- South End commercial and recreational offerings should be expanded to serve the daily needs of residents and complement the offerings of Downtown Bridgeport.
- The community’s mix of existing industrial uses and significant natural resources should be leveraged to create additional assets, generate revenue and secure “green” or sustainable funding.
- Key revitalization tools should focus on quality of life, health, exercise, walkable environments, and the interdependency of neighborhood elements to ensure improvement for all residents.

- There are many active residents and institutional stakeholders in the South End, and, therefore, opportunities for additional community engagement to promote and secure future public-private partnerships.

## 2. Summary: Recommendations, Goals and Objectives

Based on numerous discussions with South End NRZ Committee and extensive Committee and City input and feedback as well as analysis, the NRZ Committee and team crafted a vision for the neighborhood:

### a. Vision Statement

*The South End's challenge for the future is to leverage its significant assets and take advantage of new opportunities to improve major corridors, housing inventory, and natural resources; while at the same time **preserve and enhance** the urban village quality of life enjoyed by present and future generations of South End residents.*

The above findings and vision statement form the basis for the following Goals and Objectives and associated recommendations and basis for an implementation strategy:

### b. Goals and Objectives

#### i. Neighborhood Housing: Goals and Objectives

*Protect and enhance South End's established residential areas, while providing a variety of quality housing options to meet the needs of current and future residents.*

- Protect the scale, density and character of South End's stable and well-maintained neighborhoods.
- Develop creative strategies to address distressed and blighted residential structures as well as vacant buildings and lots.
- Provide a variety of affordability housing style options to accommodate a diverse population
- Require any redevelopment of large parcels to meet the highest standards for site and building design, mixture of uses and housing types, and protection of historic resources.
- Generate administrative and regulatory changes that advance the City's and community's goals.
- Community benefit agreement: Like to look at developing parameters for the purpose of generating NRZ operating funds.

#### ii. Transportation Infrastructure: Goals and objectives

*Adjust the transportation network to place greater emphasis on pedestrians, bicyclists and Public transportation (i.e. bus shuttle) while, being mindful of the potential impact of vehicular congestion and auto-oriented development on the quality of life and image of the South End.*

- Improve the appearance of South End's 9 gateways and corridors, including selective development to enhance the commercial corridors
- Maintain roadway efficiency with balanced roadway regulations.
- Enhance the accessibility and convenience of public transportation options.
- Increase and add pedestrian and bicycle amenities citywide, but especially with destinations in mind.
- Transform transportation infrastructure to significantly enhance and facilitate pedestrian and bicycle use
- Provide traffic-calming devices at "high incidence" intersections.

iii. Main Street Program: Goals and objectives

*Encourage vibrant, pedestrian friendly commercial areas, designed to efficiently accommodate foot and vehicular traffic, compliment the character of historic buildings, and accommodate a mix of appropriate uses and redevelopment for residents and visitors alike.*

- Protect and enhance existing commercial corridor's historic scale and character.
- Enrich the mixed-use character of targeted areas in South End.
- Create an "arts, education, and entertainment" district.
- Enhance pedestrian infrastructure and amenities.
- Support the business community's revitalization efforts.
- Address perceived and actual parking problems.
- Improve connections to other South End destinations, residential neighborhoods and existing and proposed Downtown resources

iv. Parks, Open Space Natural Resources; Community Resources: Goal and objectives

*Maintain South End's reputation (in the City and region) as a natural resource and open space destination, as well as manage redevelopment to encourage increased accessibility and recreational amenities along with a mix of complementary uses.*

- Protect natural resources and environmental features that define South End's unique character
- Advance gardening and landscaping beautification efforts throughout South End's residential areas
- Maximize casual and programmatic use of existing open space and recreational resources.
- Create a network of linked resources.

- Create a sustainable neighborhood that is consistent with South End's sense of place and community character.
- Leverage past and future investment to maximize public amenities and benefits.

v. Public Safety and Health: Goals and Objectives

*Work with police and social services to provide all residents a safe and healthy environment in which to live, work and raise a family.*

- Create a neighborhood Block Watch
- Support and enhance services to South End clinics where seniors and children have access to medical and social services
- Establish police and community mentoring for at risk children

vi. Implementation: Goals and Objectives

*The zoning ordinance and City Code provides the major implementation tool for the NRZ Plan. Civic engagement initiatives are also needed*

Craft a zoning regulation that:

- Is an effective tool for implementing portions of the South End NRZ plan
- Responds to community concerns about the scale and character of development in residential neighborhoods.
- Promotes appropriate redevelopment in targeted area, and allows for mixed use opportunities along specific commercial corridors
- Provides tools to help ensure that historic, scenic and natural resources are respected by any new development
- Presents clear and effective design review and development approval processes
- Complies with State and Federal requirements and current case law
- Is clear, concise, understandable and easy to use.

### **3. Short-Term and Long-Term Objectives and Strategies**

Goals and objectives are outlined below and broken down into short-term and long-term objectives. Short-term objectives are those that can begin immediately after and up to twenty-four months of appointing the implementation committee. Long-term objectives are those that will begin no sooner than twenty-four months of the appointment of the implementation committee and may be several years in process.

This is a working document. Outcomes and performance measures, e.g. number of individuals served within a specified timeframe, must be established in order to adequately assess the success of this plan. As the NRZ Implementation Committee begins its work of implementing this plan, it will, in concert with organizations that will provide the services, further refine each of the objectives as follows page 30.

1. Neighborhood Housing

**Goal 1: Provide a variety of quality housing options that conform to the scale and character of the South End's neighborhoods and meet the needs of current and future residents:**

<b>GOAL 1: SHORT- TERM ACTION</b>	<b>Implementing Agencies/Orgs</b>	<b>Location(s)</b>	<b>Resources</b>
Develop zoning compliant building design guidelines; NRZ panel appointed to review proposals/ plans for appropriateness and identify government process time-lines to assist developers	NRZ Design Committee, Architectural Services, City Regulatory Agencies	Development sites, Homes Vacant lots Rehab Properties	n/a
Seek out proposals with manageable density levels & desired mix of housing commercial etc opportunities	Census, NRZ Committee; City Planning, Zoning , Building Code, Health Department; Office of Housing, BHA		Habitat, BNT BHA, HUD
Strictly regulate over-occupancy in Multi-Unit dwellings & Recognize affordable housing requirements/ needs	City of Bridgeport Building Code & Health, Zoning Regulations, NRZ Committee, HUD	City Hall	n/a
Create committee & strategy to protect previously identified historic properties and; to identify new historic designation eligible structures and; redefine zones and Assign SE rep	State Historic District Commissions; State historic; SHIPO; Regulatory agencies & process State Historical Records Advisory Board Condemnation Board City Historian & Records Commission (NHPRC).	Historic Districts et al Stand alone buildings	SHIPO City of Bridgeport Main St. Programs, Village District designation
NRZ training: Regulatory process, instructional workshops on land use and zoning ordinances	Relevant City Regulatory Officials Training Programs such as Lunar	City Hall	n/a
Develop list of reputable private and not for profit housing contractors & identify funding assistance	Mutual Housing, United Way, ONR, BRBC, Habitat, BNT	n/a	n/a
Create NRZ committee of laypersons and professionals to monitor monthly P&Z, ZBA agendas, anti-blight and building applications	City Zoning, NRZ Committee, City Building Dept, Professionals, City Staff	n/a	n/a
Relocate non-conforming businesses from residential areas to conforming zones where expansion is possible.	Bridgeport Economic Resource Center, City of Bridgeport BRBC. State Dept. of Economic and Community Development	Myrtle Ave at Railroad Ave & South Ave, South Ave & Seaside	Seek land-swap opportunities (City)

<b>GOAL 1: SHORT-TERM ACTION Cont.</b>	<b>Implementing Agencies/Orgs</b>	<b>Location</b>	<b>Funding Sources</b>
Develop strategies to incorporate off-Street parking where-ever possible.	City Engineering, City Planning	Village and Sikorsky	
Appoint anti-blight committee to work with City to condemn and demolish deteriorated and burned structures quickly; to report, debris, abandoned motor vehicles, illegal dumping, graffiti, etc.	Anti-Blight & Condemnation Board, Building Code, Health Department, Police, Planning and Zoning.	Refer to blighted properties	CDBG
Identify strategic re-use opportunities of non-conforming lots	City of Bridgeport Departments: Zoning; Planning; Engineering; Housing & Community Development; Neighborhood Stabilization Program (NSP)	Reference City owned Properties	CEDF/NSP
Encourage home-ownership and professional offices for historic properties	Neighborhood Stabilization Program (NSP), Bridgeport Neighborhood Trust SHIPO	Hist. Districts & stand alone/scattered historic structures. Ref. Map 20	Hist. Tax Credits; NSP; State & Federal Historic Preservation funds
<b>GOAL 1: LONG-TERM ACTION (Housing)</b>	<b>Implementing Agencies/Orgs</b>	<b>Location</b>	<b>Funding Sources</b>
Develop capacity in non-profit organizations within the South End who are interested in rehabilitating structures	City of Bridgeport; University of Bridgeport; Bridgeport Housing Authority Neighborhood Stabilization Program (NSP)	Blighted structures Abandoned structures Factories	HUD NSP
Provide education resources for first time homeowners and landlords working with financial and social institutions	City Bank Bridgeport Neighborhood Trust (BNT) Acorn	Downtown Fairfield Avenue, Bpt West End	Usually free of charge
Create neighborhood proposal for redevelopment on available multi-unit mixed use development sites	South End NRZ	Conte's, Remington Pequonnock DS	n/a
Establish density level and supporting infrastructure to sustain mixed-use and preserve character of SE	South End NRZ, City of Bridgeport OPED, Zoning, Building Code		n/a
Work with BHA to implement their plan for Marina Village of up to 402 units: 1/3 market rate, 1/3 working class and 1/3 subsidized	Support Bridgeport Housing Authority application for Hope 6 Grant	Marina Village	Hope 6

Table 13

2. Transportation, Traffic & Parking

**GOAL 2: Adjust the transportation network to reduce vehicular congestion and place greater emphasis on pedestrians, bicyclists and modes of Public Transportation**

<b>GOAL 2: SHORT-TERM ACTION</b>	<b>Implementing Agencies/Orgs</b>	<b>Location</b>	<b>Funding Sources</b>
Identify Gateways for signage	SENRZ Planning Committee	South End/ONR	ONR
Work with transit authority to identify efficient bus stops and service	GBTA	Broad St. & University Ave, Iranistan Ave, Park Ave & Atlantic St.	
Create plans to lobby for new infrastructure improvements to include side walks and bicycle paths, increased setbacks	City of Bridgeport State DOT		
Identify troubled intersections	City Engineering, State of CT DOT		
Identify parking issues	Public Works		
Identify locations with dark "gateways, poor road conditions, "bottlenecks," unlit routes	Public Works, State Dept of Transportation	Iranistan Ave, Park Ave, Lafayette St. & Broad St, I-95 underpass, Railroad Ave, Viaducts	
identify walk to school routes for primary repair or "add-on"	NRZ walking tour. City of BPT. Public Works; Safe Walk to Schools Programs, Parks Department, Board of Education	Roosevelt School, Seaside Park, Burroughs Community Library, SE Community Center	Safe Walk to School
<b>GOAL 2: LONG-TERM ACTION (traffic)</b>	<b>Implementing Agencies/Orgs</b>	<b>Location</b>	<b>Funding Sources</b>
Provide Traffic lights at troubled intersections	City of Bridgeport Public Works, Public Facilities, State of CT DOT		
Traffic Calming devices in areas of speeding	State of CT DOT		
Add/ improve bus stops with better lighting signage and overhead protection	Greater Bridgeport Transit Authority		
Reassign St/Ave direction to better reflect actual use	City of Bridgeport State of CT DOT		

Include ADA for safety regulations & solutions. Provide full accessibility for all pedestrians. Utilize visual & audio alert components	ADA, Central Grants	Neighborhood-wide.	
Collaborate with the Transit Authority (GBTA) to provide shelters, benches & refuse cans at bus-stops.	GBTA, City Engineering, Paint Co's, Park City Sweep, Garbage Can Art		

Table 14

3. "Main Street:" and "Village District" Theme Goal and objectives

**GOAL 3: Encourage vibrant, pedestrian friendly commercial areas, designed to efficiently accommodate foot and vehicular traffic, compliment the character of historic buildings, and accommodate a mix of appropriate redevelopment and conforming uses for resident and visitor alike.**

GOAL3: SHORT-TERM ACTION	Implementing Agencies/Orgs	Location	Funding Sources
Create RFP review committee to assure the NRZ goal is being met by developers. Urge developers to include pedestrian/ bicycle concepts into designs.	Craft Community Development Agreement enabling developers to donate Goods and Services to the community		
Appoint historic building oversight panel to update list, apply for new listings and assist the local historic commissions in protecting historic assets			
Develop working program with State agencies for assistance to repaint and landscape properties under their ownership	State, Amtrak, Department of Transportation, Metro-North, Master Gardener's Volunteer Program, U.Conn Coop Ext.	Under RR tracks and Interstate overpasses, on and off-ramps to I-95	Corporate Sponsorship, Financial Institutions and Utilities
Create voluntary maintenance program of properties located alongside highway exit and entry ramps. Train two master gardeners within first year.			
Arrange presentation on historic structures, restoration and adaptive reuse strategies	OPED, Historic Commissions, City Historian		

	Building Dept, Zoning Dept	
Create list of funding resources for owners seeking to rehab/ preservation historic properties		
Identify adaptive reuse opportunities for abandoned or underutilized historic properties	Land use map review, Zoning map review, City Scan, CT Historical Society OPED Planning & Economic Development	Freeman Houses, Warnaco
<b>GOAL 3: LONG-TERM ACTION (Main Street)</b>		
Assist the University of Bridgeport in enhancing their Historic Property Rehabilitation Program	Neighborhood Revitalization Zone University of Bridgeport	University of Bridgeport South End off campus housing
Broaden setbacks and avenues so as to include bicycle and walking lanes.		State of CT UB City, Federal Gov

Table 15

4. Parks, Open Space Natural Resources/; Community Resources Goal and objectives

**GOAL 4: Maintain South End's reputation (in the City and region) as a natural resource and open space destination, as well as manage redevelopment to encourage increased accessibility and recreational amenities along with a mix of complementary uses.**

GOAL 4: SHORT-TERM ACTION	Implementing Agencies/Orgs	Location	Funding Sources
Appoint events committee			
Create bicycle route that is connected and extends the Pequonnock Valley route to include the proposed South End route	U. Mass Amherst Plan Parks Department Public Works Events Committee	Seaside Park	
Create beautification committee to landscape vacant areas where building can not occur and where buffers are needed.	DSSD	Highway entrances setbacks and islands. Buffers and sidewalks	Local landscapers & Garden Centers Local ,CT DOT
Designate the Landfill a nature preserve			
Identify Community garden opportunities			
<b>GOAL 4: LONG-TERM ACTION (open</b>	<b>Implementing Agencies/Orgs</b>	<b>Location</b>	<b>Funding Sources</b>

[Type text]

<b>Space)</b>		
Place signage designating bicycle route options		
Construct pathways on landfill		
Repair sidewalks and enlarge setbacks to accommodate bicycle traffic		
Create Rose Garden in Seaside Park	Beautification Committee/ Volunteers, DSSD, Parks Dept	Seaside Park

Table 16

5. Public Safety, Health, Quality of Life: Goals and Objectives

**GOAL 5: Work with police and social services to provide all residents a safe and healthy environment in which to live, work and raise a family.**

<b>GOAL 5: SHORT-TERM ACTION</b>	<b>Implementing Agencies/Orgs</b>	<b>Location</b>	<b>Funding Sources</b>
Form Block Watch group to report crime including illegal dumping			
Provide outreach for youth and seniors and create program to provide home visits, social programs and medical care			
Request that Police enforce speeding violations and enforce noise ordinances.	Bridgeport Police, Neighborhood watch group		
Work with City agencies to keep the neighborhood clean of debris	Public works Anti-Blight Parks Department; Event organizers	Viaducts, Park Ave, Vacant Lots	
<b>GOAL 5: LONG-TERM ACTION</b>	<b>Implementing Agencies/Orgs</b>	<b>Location</b>	<b>Funding Sources</b>
Enhance Youth Services	Housatonic, UB, City Schools, Churches, South End Community Center, YMCA, Bpt International Academy, UB Entertainment Team Builders with Books, Bpt Hope School, Service for Peace (UB), Unique and Unified		
Create Senior Center	Bridgeport Hospital, City of Bridgeport Housing		
Implement additional Police walking patrols	Police Department, City of Bridgeport,		

and reestablish contact with Police Post overseeing the South End	University of Bridgeport	
Establish Police outreach programs to schools and Citizens to foster trust and understanding and become aware of common goals	Police Department, City of Bridgeport, University of Bridgeport	

Table 17

6. Implementation: Goals & Objectives

**GOAL 6: Work to Engage the Political Process. Civic engagement initiative, zoning ordinance and Regulatory Code provides the major implementation tool for the NRZ Plan.**

<b>GOAL 6: SHORT-TERM ACTION</b>	<b>Implementing Agencies/Orgs</b>	<b>Location</b>	<b>Funding Sources</b>
Elect Implementation Committee		NRZ Committee	
Identify and engage partners and resources whose mission and goals adhere to the SE NRZ Plan		NRZ Committee	
Form information and instructional workshops on land use and zoning ordinances	Relevant City Officials and Zoning	City Hall Library School	
Seek promotional assistance from council persons and state representatives in moving forward projects	City Council State Representatives		
Signage & Beautification			

Table 18

<b>GOAL 6: LONG-TERM ACTION</b>	<b>Implementing Agencies/Orgs</b>	<b>Location</b>	<b>Funding Sources</b>
Update the Strategic Plan and keep membership up. Follow by-laws closely			

<b>RESOURCE OPPORTUNITIES</b>			
Community Development Block Grant Funds	\$3 million		January 7 deadline
Neighborhood Stabilization Funds	\$6 million Stimulus	Leverage \$26.2 million Housing Development funds Stimulus Foreclosed properties	
Bridgeport Lead Elimination Action Plan	\$3 million	Bridgeport is an eligible community	No deadline given
Department of Economic & Community Development Funds			
Congressional Earmark Funds			
Historic Tax Credits		projects under construction but not placed in service as of July 1, 2006, may qualify	No deadline given
Federal Loan Home Bank			
CHFA	\$10 Million pr yr	Housing Tax Credit Contribution Program	July 1 Deadline
Community Capital & Housing Development Funds			No deadline given
City and State Bond Funds			November 15
Bridgeport Housing Authority		Sec 8 certificates. Affordable housing. Expect to be placed on a waiting list	No deadline given
Low Income Housing Tax Credits			No deadline given
Private Foundations & Corporations	\$3 Million+		Varies pr Org.
HUD Lead Based Programs			No deadline given
Bridgeport Neighborhood Trust		Housing Development Funds	

Table 1

**Additional Sources of Partners and Funding: Appendix ,Sec L**



## **IX. NRZ STRATEGY AND IMPLEMENTATION**

The first action the South End NRZ Planning Committee must take to commence implementation of the NRZ Plan is to establish a legal entity that will guide the consensus of the neighborhood stakeholders and identify and develop resources for long-term sustainability. This entity will be known as the South End NRZ Implementation Committee and will be charged with and committed to, interact with residents and politicians, at both local and State level, to seek and enact social benefits, preservation of known assets and redevelopment that is in keeping with the goals of the South End NRZ Strategic Plan and the City of Bridgeport Master Plan of Development

### **1. Create NRZ Implementation Committee**

- Nominate Committee to review the existing by-laws and revise the document accordingly to govern the implementation process. Nominate and elect officers. The committee can opt to operate as an adjunct to a legal non-profit organization 501 (c) 3 or as a community organization. If a (501 (c) 3, nominate a committee or individual to review non-profit organization.
- Adopt revised by-laws. The elected Implementation Committee should amend the existing by-laws to reflect changes in membership, quorum requirements, targeted geographic areas and a revised mission statement (if any) to reflect any changes in direction or philosophy.
- Assign implementation committee member to each of the actionable items to interact with City Staff, State Officials, Committees, et al, and the Implementation Committee so as to streamline the communication process.

## **X. RECCOMENDATIONS: TARGET AREAS**

A variety of improvement projects were identified by the South End stakeholders as possibilities to strengthen business, increase residential units and improve the appearance and safety of the community and are as follows:

1. Economic and Residential Development Projects
2. Open Space, Recreation & Arts
3. Historic Resources Preservation (Historic Districts and Stand Alone structures)
4. Circulation, Access, Transportation, Parking
5. Beautification (Viaducts, Buffers, Signage)
6. Zoning and Land Use (Accommodate business and Residential goals)
7. Quality of Life: see Sec IX (Safety, Noise, Anti Blight, Pedestrian friendly Environment)

## 1. Economic and Residential Development Projects

### a. Arena District Connection to Downtown

Building off the energy of the Harbor Yard Complex and the development of a mixed-use housing and commercial Pequonnock site, the plan suggests the creation of an “Arena District”, a national trend in which arenas and ballparks are constructed within the context of larger entertainment and mixed-use districts. Plans to provide a mix of retail, entertainment, and housing in the Harbor Yards Complex area, affords the South End an opportunity for a multi-faceted “twenty-four/seven” pedestrian oriented transitional destination district located midpoint between the Downtown and the South End. The Arena District will facilitate the efforts of the DSSD in connecting the entire Downtown Bridgeport to the other amenities located in the heart of the South End.

- The plan envisions the 325-acre, Olmstead-designed Seaside Park and Seaside Beach as a central component in the marketing and re-envisioning of Downtown Bridgeport as a twenty-first century “Park City”.
- Linkages to Downtown via the Transit Connector will re-enforce the perception of the South End as an “urban village” and regional destination point.
- Highlight HCC and UB as central in defining Downtown Cultural arts center.
- An integral component of the retail strategy is to establish Main Street as the thriving retail spine of Downtown.
- Mitigate traffic congestion issues in and around Arena/ Ballfield/ Ferry as cited in the Downtown Master Plan



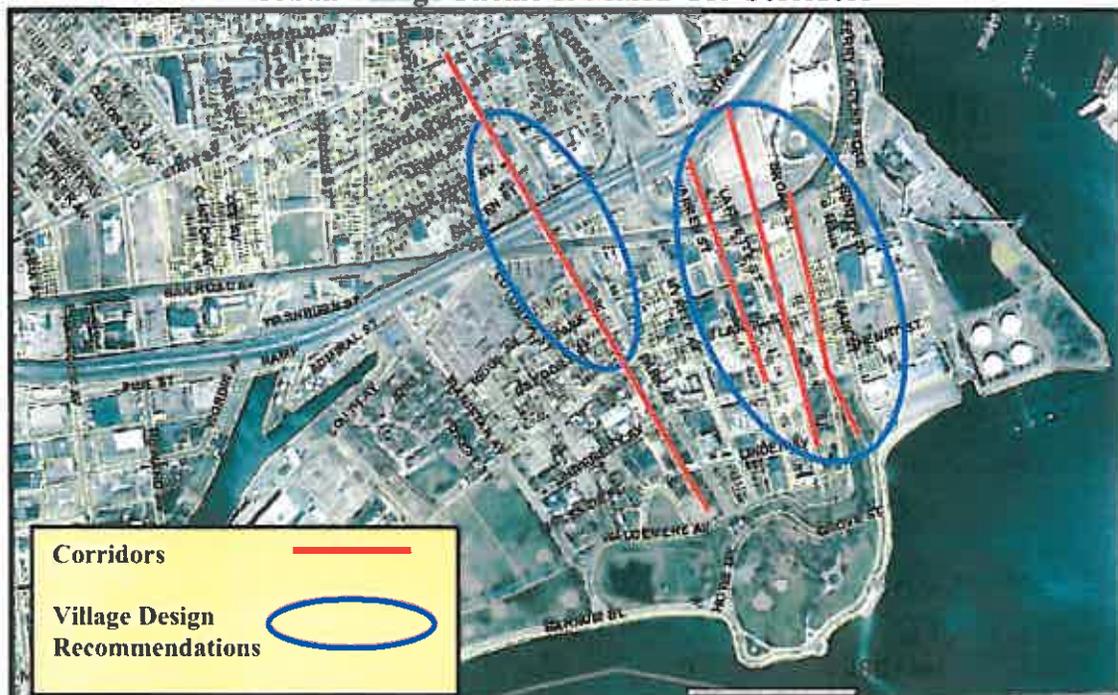
Map7

b. Establish a “Main Street/ Urban Village” theme

The development and establishment of the South End neighborhood *Main Street* and *Village District* Design Guidelines are intended to promote sustainability, and encourage development to compliment the historic elements of the neighborhood by using the best and most appropriate designs and materials possible. In addition design must provide sensible utilitarian design that not only promotes safety, but also promotes environmental responsibility and provides incentive to the development of businesses along designated mixed-use commercial streets and avenues of the South End.

The *Main Street* and *Village District* theme will concentrate on commercial corridors particularly: Park Avenue, Lafayette Street, Broad Street and Main Street as shown below.

**Urban Village Theme & Mixed-Use Corridors**



City of Bridgeport 2009

Map 8

Architecturally the South End consists of over 270 historic properties, the majority being Victorian, Neo-classical and more recently Cottage structures. It is the intent of the South End to create a human-scale standard for proportion in buildings in both infill applications and multi unit mixed-use mid-rise structures. Developers will be expected to promote “community” streetscapes in the public right of way as one of the South Ends preeminent form of public space and as inviting environs for residents, visitors, business owners and shoppers to interact.

Street patterns must create the greatest number of alternative routes from one part of the neighborhood to another, providing choices and relieving vehicular congestion. The street hierarchy in the South End, from boulevards to lanes must have capacity for all forms of movement consisting not just of two-dimensional

pavement, but also of building frontages, landscaping, sidewalks, lighting, sheltered public transportation stops and benches located sensibly and aesthetically.

Providing a range of transportation options is fundamental and future planning must give equal consideration to all modes of transportation so as to relieve congestion and to provide people with useful, realistic choices in this unique neighborhood.

These guidelines, geared primarily toward privately-owned sites along the corridor, should be meshed with guidelines for streetscape improvements including but not limited to: street lighting, cross-walks, decorative pavers and tree-belt treatment, street trees and tree grates, trash receptacles and decorative planters.

These areas have been identified as being critical to the viability of the neighborhood, to the creation of a destination and sense of 'place' for business owners and their patrons, and to the overall success of economic development initiatives in Bridgeport.

c. Port Jefferson Ferry & Transit Oriented Development Neighborhood

The linkages of the South End and the Downtown Special Service District are a result of each having venues that support the activities of the other. The influx of travelers, commuters, shoppers and arena and sport venue attendees is made possible by the converging of an all encompassing transit system concentrated

**Port Jefferson Ferry**



along Bridgeport Harbor's southeastern shore in the DSSD to the South End at the Port Jeff Ferry Landing. It is in this City center area where transportation links converge: Amtrak Rail, Metro North Rail, Shoreline East Rail, Transit Authority local and overland bus service, Interstate 95, Route 8-25 expressways and the Port Jefferson Ferry. Farther to the east in Stratford is Sikorsky Airport linked to the City by limo and taxi service.

The economic relationship between the two neighborhoods is symbiotic and is facilitated through this co-opted transportation facility. Travelers have access to entertainment venues that include restaurants, theaters, sports, concerts parks,



beaches, outdoor cultural events and lodging, to name but a few. It is estimated that over one million travelers use the ferry service to and from Long Island, and the majority arrive in Bridgeport, via one of the above noted transportation modes or on the Port Jeff Ferry.

Though no figures currently exist on the dollars spent locally and exclusively by Port Jefferson Ferry travelers, it should be noted that if

1% (10,000) of the one-million Port Jefferson Ferry passengers spent \$100 dollars in Bridgeport restaurants, or attending events and attractions, the City would benefit in the amount of \$1,000,000 dollars gained. Additional patronage procured through active marketing and targeted development would gain the City \$1,000,000 per 1% increase. The South End NRZ must target this primary dollar resource.

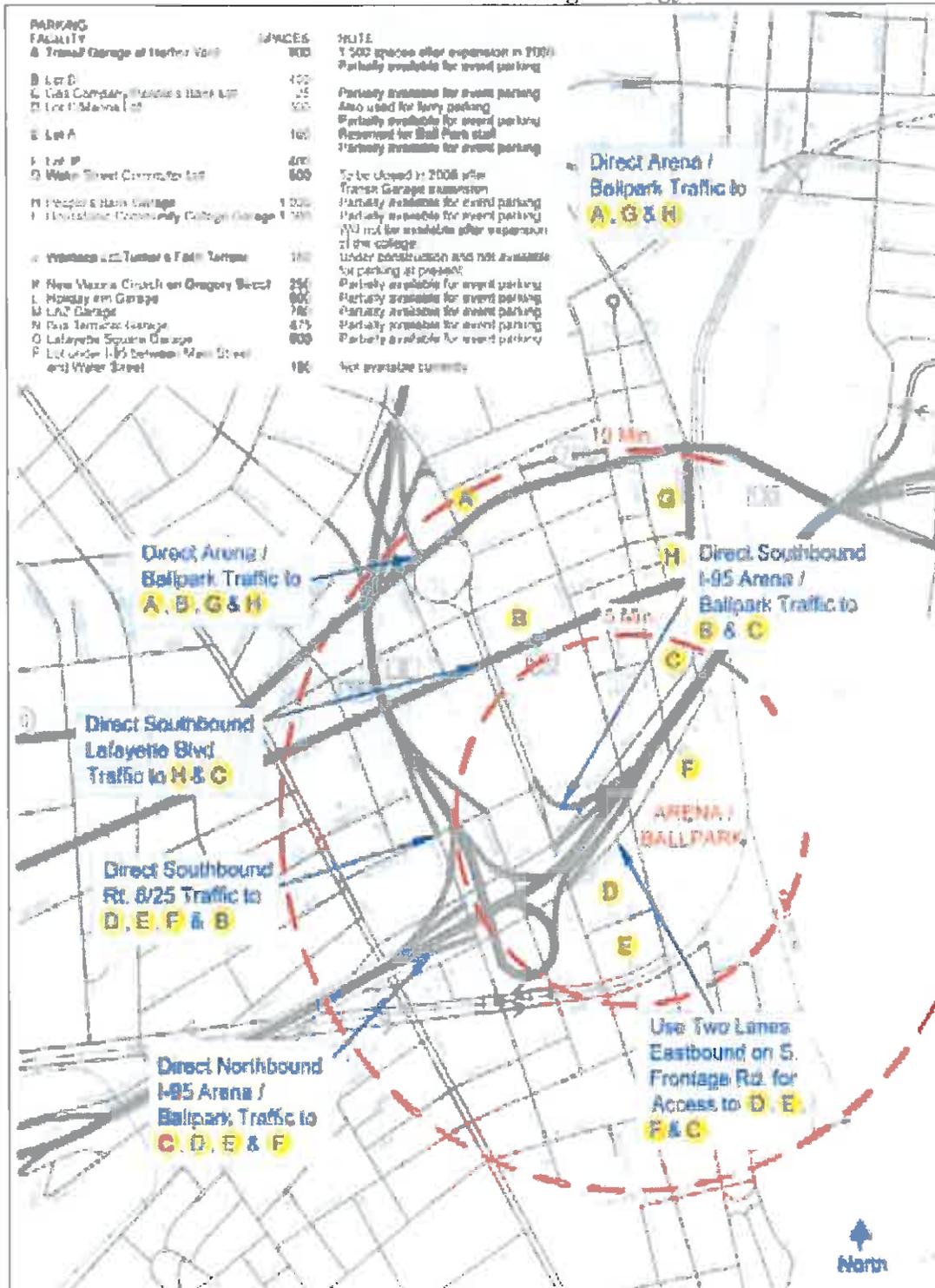
The South End is planning on developing its commercial and recreation links to the downtown and in fact has already moved forward in that effort with the Lofts at Lafayette, the reopening of Conte's Restaurant and the increase in Seaside Park and Harbor Yard venues. In addition, the South End and the DSSD are promoting mixed-use commercial residential complexes which will require, benefit and therefore encourage the components of the TOD to remain fully in tact.



**Port Jefferson Ferry Terminal**

The State of Connecticut has set aside \$7,000,000 (requiring a City contribution of 20%) for improvements to the site. The Port Authority has noted that restricted vehicular circulation has been problematic, causing problems with incoming and exiting vehicles. It has been suggested by the Downtown Task Force to create a railroad track underpass to more efficiently move traffic in and out of the Port Jefferson ferry landing site. A portion of the funds available through the State should be used for a feasibility study with the intent to seek funds to finance the project.

## Downtown Plan for Harbor Yard, Arena and Port Jefferson Ferry Traffic Circulation and Parking Strategy



Map 9

Visitors for major events at the Arena at Harbor Yard, particularly to sold-out events, are accustomed to experiencing some traffic delays in their pursuit of parking. These

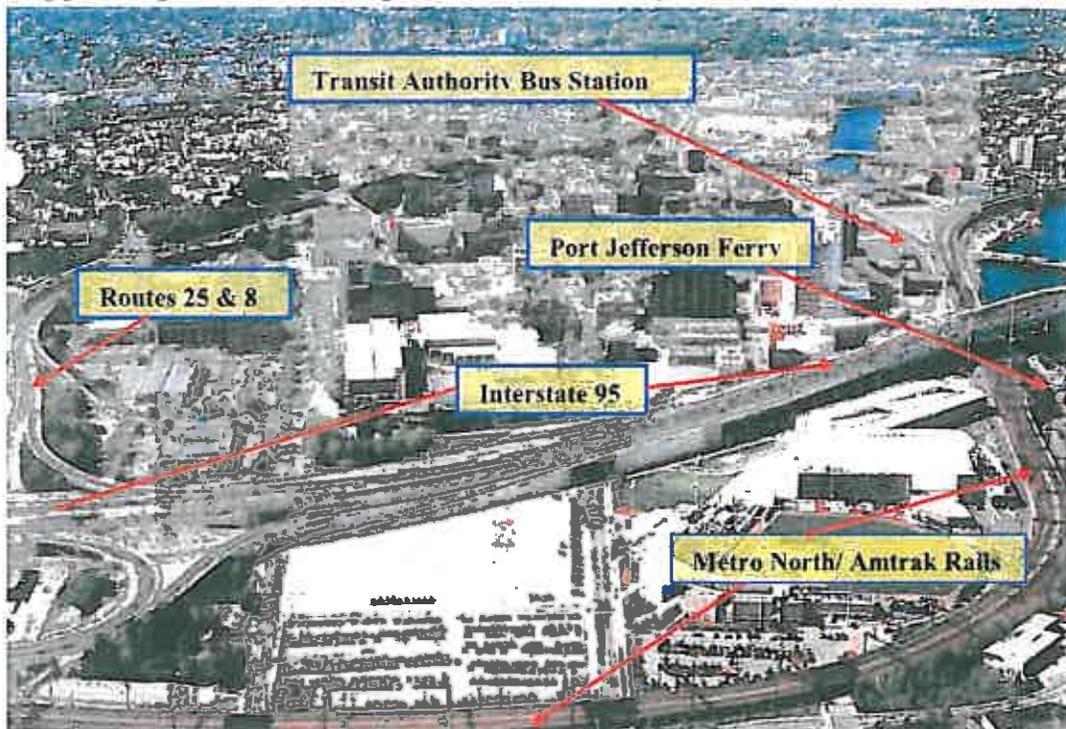
sold-out events occur approximately 15 times per year. When the Arena and Ballpark at Harbor Yard are hosting events on the same evening, traffic congestion in the immediate vicinity of the venues can be further congested. Traffic congestion may have an overall negative impact on one's experience while visiting the venue and the City of Bridgeport, though this was certainly not the intention when the Arena and Ballpark were planned and developed. Traffic congestion and the quest for event parking are manageable problems that can be resolved in the short-term use of Police direction and visible signage. Long term solutions are being designed assuring the Ballpark and Arena to be significant attractions and assets to the City of Bridgeport

d. Encourage Mixed Use Development

The South End is in need of re-stabilization of housing and development of new business opportunities and the services to sustain the neighborhood. Approximately 500 units of housing have been lost over the course of the last fifteen years. Demolition of the Pequonnock Apartments account for the majority loss with 256 units; Marina Village lost 108 units; and demolition due to blight and fire has claimed more than 60 housing units as of year 2000.

Manufacturing operations have been lost to States with low labor costs and low taxes and to countries overseas, especially to Asian, Central American and South American locals. Each business loss is accompanied by population loss which diminishes the neighborhoods ability to attract developers and to finance neighborhood amenities such as a full-size grocery outlet and pharmacy.

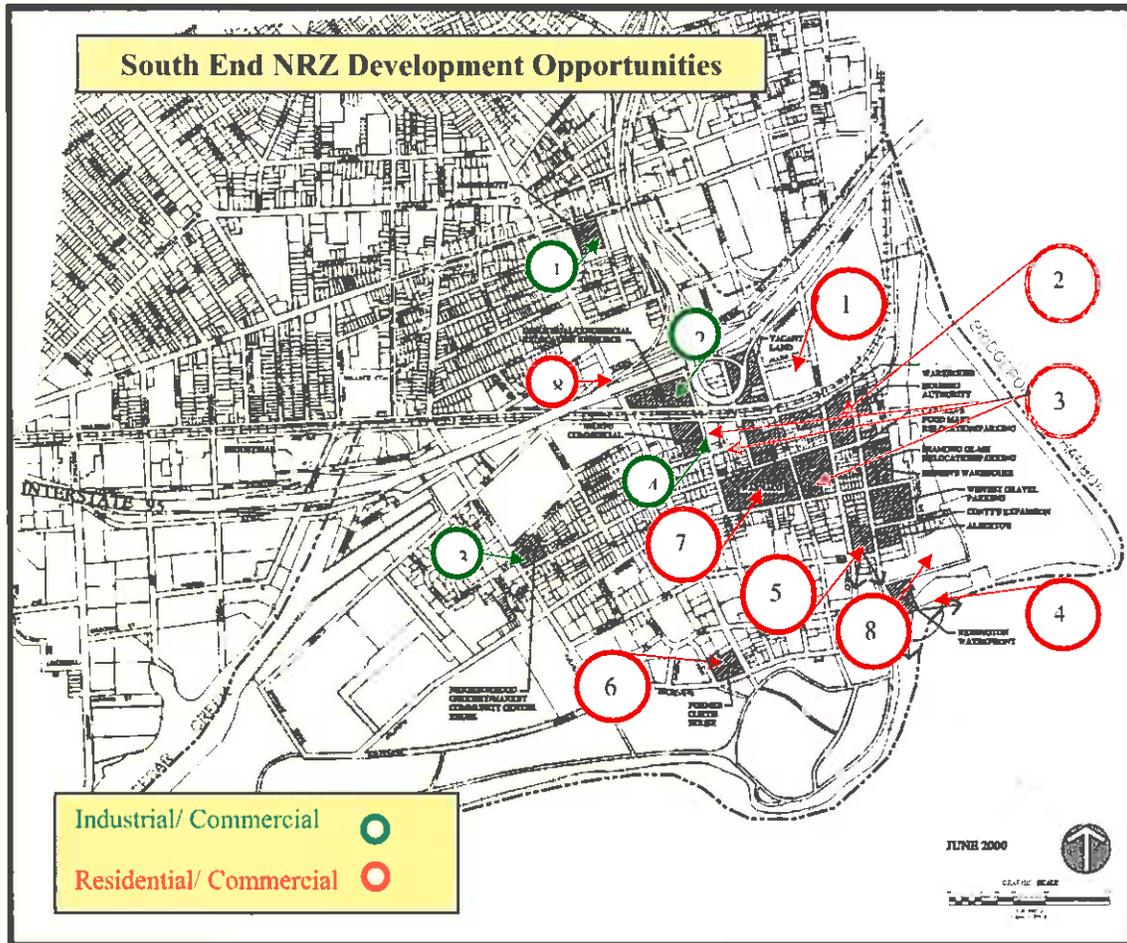
**Upper Pequonnock Development will Benefit by Intermodal Infrastructure**



South End Aerial Oblique (BERC)

Map 10

Recently, developers have regained interest and commenced utilizing adaptive reuse of industrial properties (Warnaco) to develop housing units. The South End NRZ plan objective is to retain those elements that attract population and actively seek to increase available housing units, affordable and other, to provide an economic support base for commercial concerns.



TPA South End Neighborhood Improvement plan: Map 11

**Map 11: Light Industrial/ Commercial:**

1. Commercial (McDermott Chevrolet)
2. Industrial/ Commercial Relocations Resource
3. Market/ Community Center
4. Commercial

**Map 11: Mixed Use (Residential Commercial):**

1. Residential/ Commercial (Pequonnock Site). Block 0507: 14 Allen Street
2. Residential/ Commercial (Pequonnock Site). Block 0506: 524 Lafayette Street)
- 3 & 7. Residential/ Commercial (Warnaco)
4. Residential/ Commercial (Remington Shaver)
- 5 & 8. Residential/ Commercial (Alberto's/Conti's)
6. Residential/ Commercial (Curtis House)

i. Pequonnock: Housing: Block 0516: (375 Main Street)

The northernmost portion of the Pequonnock Apartments Site was razed in 2001 leaving a vacant lot which is presently used as event parking for the Harbor Yard Sport and Arena complex and additionally used to accommodate needs of annual events such as the Barnum Circus and the Vibes Concert held in Seaside Park... The neighborhood is proposing a mixed use application with ground floor commercial outlets and residential units above and the City will be seeking RFP's for the 10 acre site. It is the neighborhood's desire that the height of the building(s) be in restricted to no more than seven floors and the building be in keeping with the existing architecture. Parking and circulation will be of prime concern as to the NRZ. <http://www.americantowns.com/ct/bridgeport>

The Bridgeport Housing Authority is looking to update their housing mission statement to include mixed use supportive services and retail facilities within their development areas. Marina Village and block place Located between Broad Street and Main Street adjacent to Railroad Avenue is a 2.5 acre site will be developed in conjunction with the redevelopment of Marina Village. The Housing Authority anticipates the use of the Hope 6 funding to construct new housing and retail facilities on this site while concurrently relocating families from Marina Village. The Goal of the Housing Authority and the South End neighborhood is to reduce density and de-concentrate poverty.

ii. Lafayette Street Mixed Use Plaza and Residential Complex Conceptualization



Map12

1. Pequonnock Development site and components
2. Warnaco West
3. Lofts on Lafayette
4. Conti Restaurant Site
5. Remington Shaver Factor

The South End NRZ's proposed mixed-use concepts for Broad Street, Lafayette Street and Main Street may be realized through a Lafayette Street plaza that might incorporate a pedestrian green and walkway and the church located in the center to serve as an anchor and beacon. The development may include residential and commercial establishments as well as pedestrian amenities including restaurants, benches and landscaped street. Buildings surrounding the plaza would consist of shops and restaurants at ground floor with housing units located above. Such a core development, combined with the existing Lofts at Lafayette and the proposed

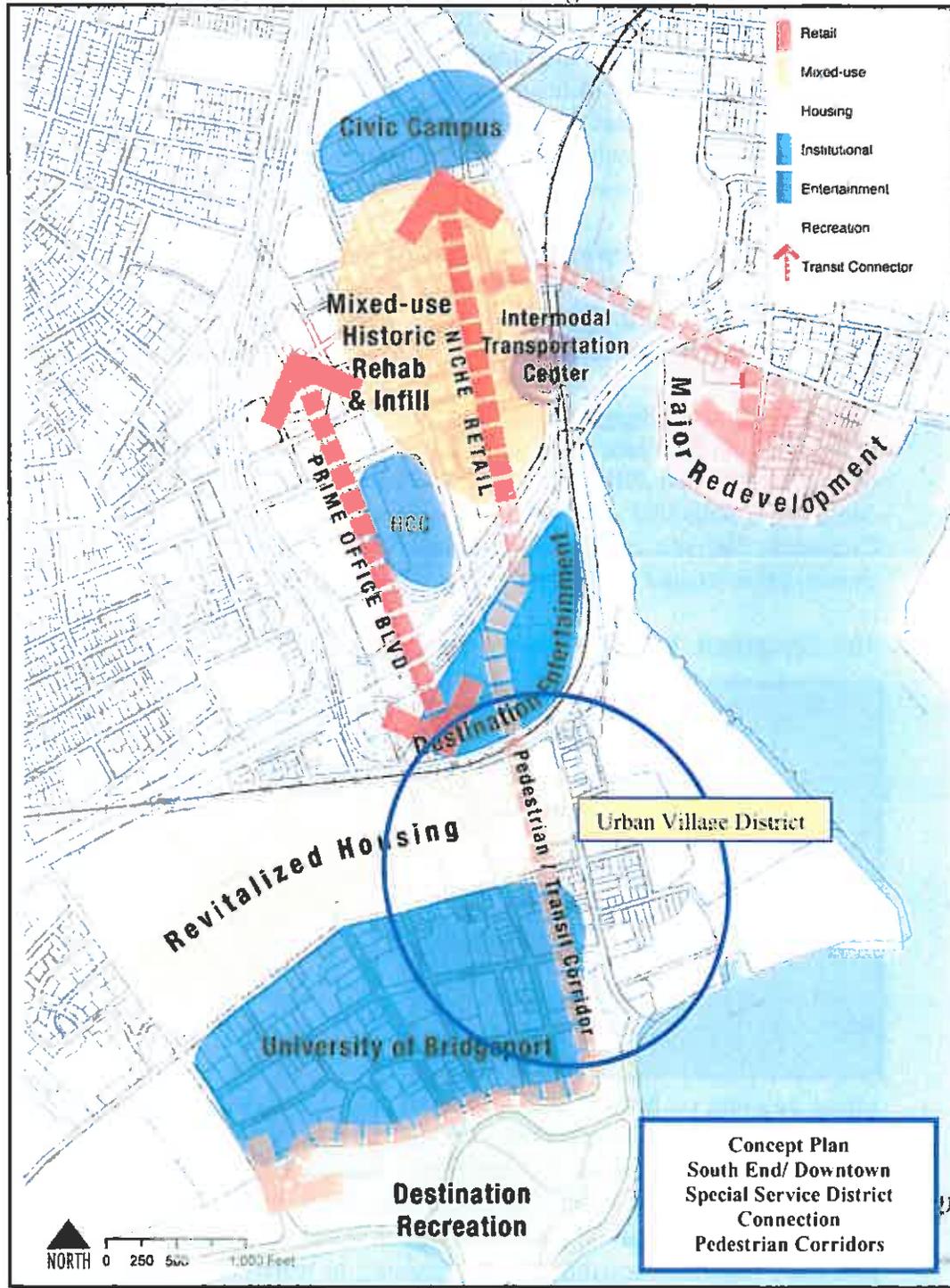
**Conceptual view of entering Pedestrian Plaza**



Conceptual Rendering: Planning Department Eugene, Oregon      Concept Sketch 1

Bridgeport Housing Authority's mixed-use development between Broad Street and Main Street, will incentivize South End shop owners and residents to achieve sustainability and move the neighborhood closer towards being an *urban village* destination.

### South End and Downtown Destinations along Pedestrian Corridors



Downtown Master Plan by PPSA

Map 13

Future South End development in the area of Lafayette Street, Broad Street and Main Street will consist of lofts, flats and condominiums and will have dedicated parking. Ground floor retail outlets may also include a supermarket, a community center and diversified retail and service shops with dedicated parking.

Across Gregory Street to the South is the *Lofts at Lafayette* residential complex that was developed through the adaptive reuse of the Warnaco Industrial Plant. Residents living there will benefit from services provided at the Community center and in turn, those business establishments are further guaranteed success through the presence of a previously established homeownership population to boost the market area buying power

The mixed-use development will provide destinations for residents of both the South End and Downtown, promoting pedestrian and bicycle travel. The high volume of vehicular traffic will be reduced and may be further mitigated through traffic calming devices such as islands, signage, stop-light and police.

iv. Former Remington Shaver Waterfront Site: Block 0542 (60 Main Street)

Located at the Southern most terminus of Main Street, the site has been proposed by the South End NRZ for waterside Mid-Rise housing with apartments and commercial units that will provide a southern anchor to the Broad and Main Street Corridors. The site commands excellent views of Seaside Park and Long Island Sound and is located close to an I-95 exit and the railway station.

The Bridgeport Economic Resource Center (BERC) describes in its *Investors' Handbook* that that the Shaver site is offering, among other possibilities as the highest and best use, an ideal location for a corporate headquarters,



office building or luxury condominiums. However, the site immediately to the north has been proposed for additional power generating facilities. The South End NRZ feels that such an action may render the Remington Site substantially diminished in its highest and best use potential, especially considering its proximity to waterfront and Seaside Park. The

city should consider altering the land use plan for the adjacent site to open up possibilities for luxury residential use.

Design objectives for the development will provide pedestrian access to the waterfront and allow residents and visitors areas in which to congregate and participate in active and passive recreation. The development area will accommodate significant mixed-use applications including an assortment of restaurants with indoor and outdoor dining. Significant new residential and public parking spaces along with alternative transportation accommodations will help revitalize Main Street and will contribute to the an emerging Transit Oriented Residential and Commercial Development

v. Conti Site: Block 0530. (30 University Avenue)

Located at the entrance to Seaside Park between Broad Street and Main Street the Conte Restaurant Site has been slated for housing redevelopment. The property footprint presently allows for a building capacity of seven stories, housing upwards of 70+/- units. Parking is problematic and previously submitted RFP's have suggested belowground parking as well as on street parking. Developers and the City are seeking a proposal that is in compliance with zoning regulations and w Federal, State and City affordability guidelines.



**Conti's Restaurant**

vi. Waldemere Avenue Site: Block 0423. (250 Waldemere Avenue)

Located at the northern edge of Seaside Park and surrounded by the University of



Bridgeport, the site of the former Curtis House at the corner of Waldemere and Park provides an infill opportunity for low to mid-rise housing that could house 70 +/- units of housing and include appropriate ground floor uses for a pedestrian oriented community. The presence of multi-unit housing at the



Parks edge would serve to activate and invigorate the park as a family destination and would provide an anchor at the southernmost terminus of Park Avenue.

vi. Lofts at Lafayette (near completion): Block 0525 (325 Lafayette)

The former "Warnaco" site, once home to the largest undergarment manufacturer in the US, has eleven interconnected brick industrial buildings totaling 160,000 square feet. Prior to acquisition by Lancaster Gate LLC, it had been vacant for about 8 years.



<http://loftsonlafayette.com/history.html>

The "*Lofts on Lafayette*," now a condominium complex of 140 units was renovated in two phases. Phase one included a total of 54 units of studios and two-level townhouses. Phase two is predominately townhouses with rates kept low using the City of Bridgeport Tax Pilot Incentive Program (property taxes locked at a fixed low rate). The project is an excellent example of the South End benefitting from adaptive reuse providing living space and the support system for future commercial redevelopment.

vii. Warnaco West: 330 Myrtle Avenue

Additional units of housing are planned in the rehabilitation of the Warnaco West industrial complex located between Gregory and Atlantic Street west of the Lofts on Lafayette, across the street from the Jefferson School this building has now become a priority for revitalization. The structure is presently vacant and the site is heavily contaminated. Given the state of the economy and the shortage of funding sources for environmental remediation, probability of adaptive reuse or "new-built" is unlikely in the immediate future. The owner however, has retained an architect to propose the residential conversion program.



ix. Park City Hospital: Block 1161: (695 Park Ave)

The Housing Authority of Bridgeport was awarded \$32 million by for the rehabilitation of the former Park City Hospital on the corner of Garden Street and Park Avenue. The new site will provide affordable and supportive housing for the elderly. This development is projected to open by June of 2010.



The Bridgeport Housing Authority, The Woman's Institute for Housing and Economic Development are partnering to develop the former Park City Hospital into 110 units of affordable housing. This \$30 million redevelopment project will create much-needed affordable units for the elderly and for individuals with special needs.

Of the planned 110 one-bedroom units, 62 are intended for the elderly, 35 of which will include services such as meals and housekeeping assistance. All of the elderly units will be fully compliant with the American Disabilities Act. Additionally, elderly housing residents will have access to on-site parking and bus service. Forty-eight units of housing will provide elderly and ADA support services.

The structure has been vacant since Park City Hospital merged into Bridgeport Hospital in 1993. The South End NRZ perceives that this project will bring a positive sustained adaptive re-use to a significant abandoned structure in the South End and will serve the neighborhood as a model to encourage pride in homeownership and community.

<http://www.bridgeporthousing.org>

ix. Jefferson School Block 0523 (327) Myrtle Avenue

Jefferson School was constructed in two parts. The older section to the rear was opened in 1884; the "new" part opened in 1916. The school was closed in 1975 and has been converted into 27 one and two bedroom condominium lofts. The structure is partially occupied.



Jefferson School

x. Infill Housing Concepts

The South End Neighborhood consists of numerous smaller streets with period piece structures comprised of single family housing and up to three family units. Infill housing along these pre-automotive era streets should be constructed with Design Standards in mind. Continuity of height, façade, set-backs and landscaping

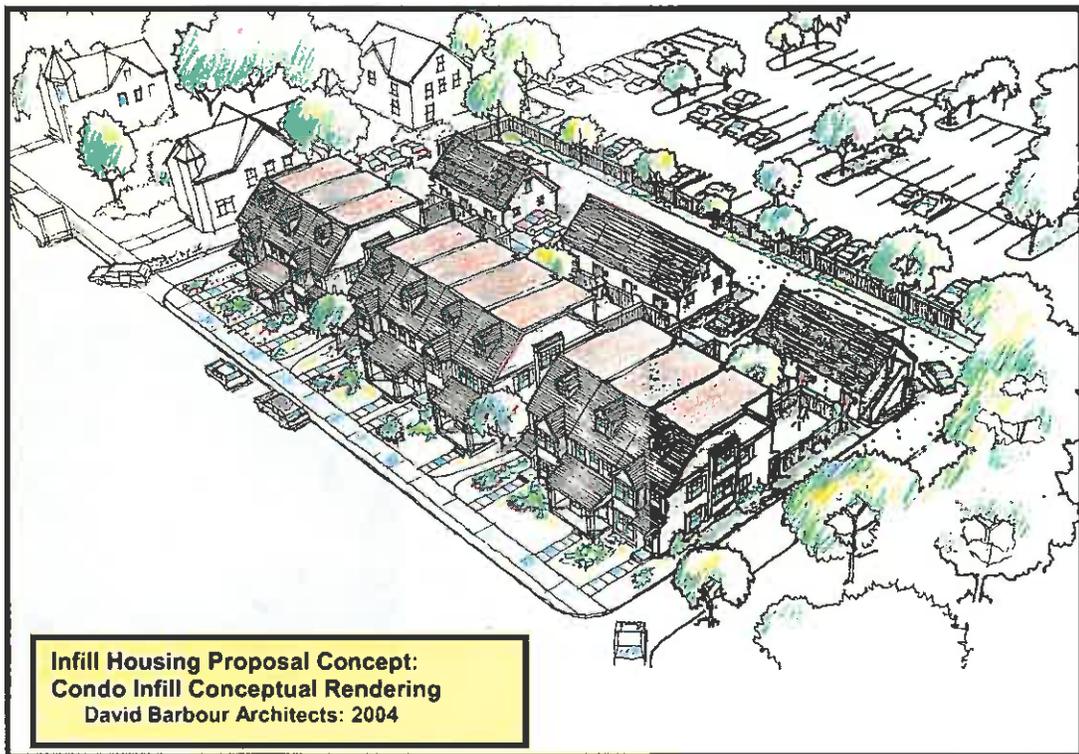


Typical infill lot size

David Barbour Architects: 2004 Sketch 2

will provide a sense of place, scale and relevance. Infill housing proposals for typical residential streets are depicted in proposal sketch 2 while larger infill projects such as the 325 Atlantic Street proposal of 2004 pictured below (sketch 3) should also strive for a neighborhood atmosphere. 325 Atlantic Street now serves as a much needed parking for the UB Student Center .

### Multi Unit Condominium Housing



Sketch 3

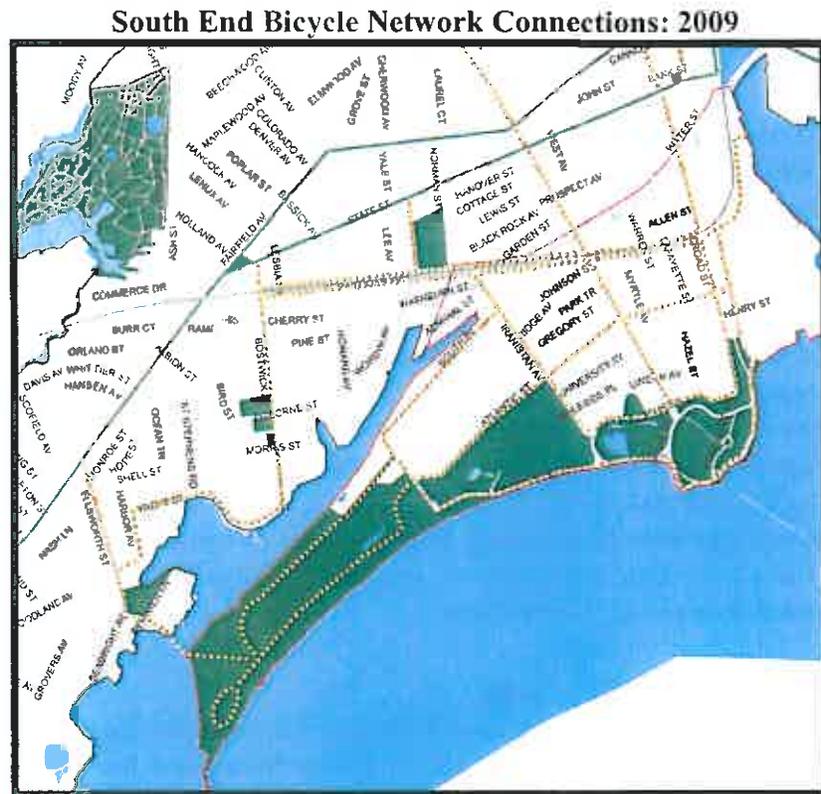
## 2. Open Space, Recreation & Arts

The South End has three major recreational amenities that draw visitors from across the Fairfield and New Haven region. The Bluefish Ballpark, Harbor Yard Arena and Seaside Park collectively draw over 300,000 people to the South End each year.

Beaches, playing fields and an outdoor theater are linked to these assets and the surrounding neighborhoods. The South End Planning Committee has identified two additional recreational opportunities, the first being a comprehensive bicycle path network through Seaside Park that provides a spectacular seaside terminus, or start, to the *Pequonnock Valley to the Sound Bikeway* and secondly, a nature preserve and walking path atop the City's retired land-fill. The area is capped with engineered controls and presently houses numerous indigenous flora and fauna.

a. Bikeway Network

As the nation's first "rural" marine park, Seaside Park is amongst the foremost assets the South End community has. With its passive recreational spaces, dedicated sports fields, sandy beaches, mature trees and incredible views, the park has great potential to offer one of the more scenic bikeways along the Connecticut shoreline.



Courtesy of U. Mass Amherst:

Map 15

When completed, this pedestrian/bicycle path along the former Berkshire RR spur line in downtown Bridgeport will link Route 1 (North Avenue) with the downtown. Note the creation of interior route loops within Seaside Park intended for more casual use. As well as larger scale connections to downtown, the East Coast Greenway, Harbor Yard, the Port Jefferson Ferry and the neighborhood Black Rock to the west which can be accessed via a future pedestrian/bicycle bridge, Iranistan Avenue or Railroad Avenue.

In addition to serving Amtrak and Metro-North rail service, the inter- and intra-city bus routes, the path will also serve Bridgeport's Port Jefferson Ferry Terminal. The trail will consist of a 4-foot concrete pedestrian walkway and an 8-foot paved bikeway. The City of Bridgeport is planning a new transportation center, the Bridgeport Intermodal Transportation Center. Upon completion of this project, the Water Street Dock will be the new southern terminus of the trail. In addition, this trail is the first section of the Pequonnock Valley to the Sound Bicycle Path. The trail will continue north from the Berkshire Preservation trail along the old railroad right-of-way, through Beardsley Park and Zoo, and into Trumbull, eventually connecting to the Housatonic Railway Trail in Monroe. (appendix).

b Culture & the Arts

The South End and Seaside Park will be positioned as a result of these linkages, to become a distinguishing attribute that can give Downtown Bridgeport an edge in attracting the next generation of Connecticut residents. Over the long term, the City can explore connecting Seaside Park and Downtown into the network of regional recreational resources, such as a the Rail-Trail to Trumbull and creating a "green necklace" of parks and public spaces in and around Bridgeport. The park is the ideal place for biking, rollerblading, running or walking as well as boating, canoeing, kayaking, and fishing. The idea is to link the park to Downtown, the South End, and the University Bridgeport via public transit (i.e., a Transit Connector), parklands, and a pedestrian/retail spine along Broad Street.

Two other valuable assets to Downtown are the learning institutions that anchor Downtown Bridgeport: Housatonic Community College (HCC) housing an impressive collection of "period" and "modern" art and University of Bridgeport (UB) housing Bernhard Center for Arts and humanities, a Broadway show size stage back stage and rehearsal-space. Support for improvements that are planned or underway at these institutions showcase the educational, artistic and cultural amenities of the area will promote the "draw" capacity for the South End and Downtown as regional "destinations."

c. Historic Heritage Walking Tours

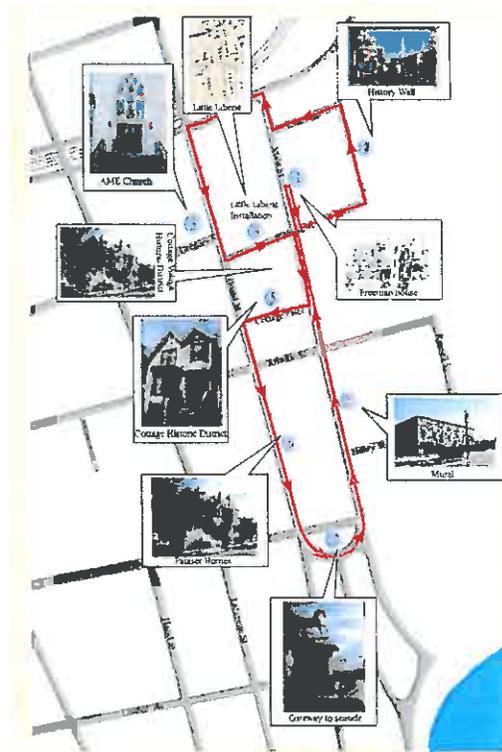
The South End has an abundance of historic sites that provide an opportunity to develop historic walking and bicycling routes throughout the neighborhood and the park. The walking tour routes are within minutes of the South End's Port Jefferson Ferry. The tours compliment Bridgeport's existing downtown walking tour provided by the Fairfield County Convention and Visitors' Bureau and serve to increase connectivity between the South End and the DSSD. The University of Massachusetts at Amherst Planning Department students identified three tours:

Heritage Walking Tours

- Little Liberia Heritage
- Statues, Memorials & Monuments
- Industry & Architecture

Little Liberia Walking Tour

The goal of this walking tour is to reconnect the South End and Bridgeport with the history of Little Liberia. Though there is little physical evidence of Little Liberia remaining, other than the Freeman homes. When used in conjunction with the public art installations proposed below and other historic elements of the area, there are ample significant sights to warrant a walking tour to highlight history that otherwise might be slipping away. Significant elements include: Mary and E Freeman homes (1); Historic Cobblestones Singer St. (2); Walter’s Memorial AME Zion Church (3); Little Liberia (4); Cottage Village Historic District (5); Palliser Homes (6.); Seaside Park Entrance (7) & Mural (8).



Map 16

**Statues Memorials & Monuments Heritage Tour**



Map 17

The Statues, Memorials & Monuments tour starts at the Freeman homes, and connects the Cottage Village Historic District, and Seaside Park, and then connects to Wentfield Park and the Division Street Historic District in Bridgeport's West End. The connection is achieved by following the proposed green streets and bike trails. In addition to another historic district in Bridgeport, the route highlights many statues, memorials and monuments in Seaside Park, and also provides spectacular views of Long Island Sound.

The Industry District and Architecture tour begins in Little Liberia and takes people through the five historic districts located in the south end: Cottage Village Historic District, Barnum Palliser Historic District, Marina Park Historic District, Seaside Village Historic and Seaside Park Historic District. This option highlights the architecture of the South End, along with the industry that was formerly located here. Points of interest include the gateway to Marina Park (all that remains of P.T. Barnum's last home). The University of Bridgeport, the site of Warner Company (corset maker), and the site of the Seaside Institute (an educational institute begun by the Warner Company for their female employees).

### Industrial District and Architecture Heritage Tour



U. Mass Amherst Map 18

The NRZ implementation Committee should make available brochures at Harbor Yard, ferry terminal, railroad station, and Harbor Yard to promote and encourage visits to the South End, to not only to take advantage of the tours, but also to

enjoy South End's other amenities. In addition to having the sites listed on the brochure, along with a brief explanation and history of each site, weekend actors and volunteers dressed in period costumes might conduct tours.

d. Seaside Park "Barnum Dyke" Landfill

Running parallel to the Seaside Beach is the Seaside Park Landfill, a forty-nine acre non-active municipal landfill. The landfill stopped receiving most waste material by 1985 and discontinued accepting demolition debris by 1992. The City has installed three monitoring wells to determine the quality of the groundwater and has remediated the site using environmental controls, thereby making it safe for human activity. The landfill, based on current engineering practices, is not acceptable for structural development due to the non-compacted, non-structural substrata of waste material that would not support the compressive weight of substantial structural development. <http://yosemite.epa.gov>



The South End NRZ plans to use the area as a nature preserve, to provide safe haven for flora and fauna alike. Signage will be added to the Seaside Beach entryway that will include a trail and observation post location map. Trails, rest areas and observation stands will be located and placed in areas not used by wildlife for nesting,

warrens and dens. Areas containing wildflower displays will also be protected. Osprey stanchions may be placed in tidal marshes near to the water while on dry ground, thick brushes, tall grasses and undergrowth will be encouraged and maintained to provide sanctuary for non-aquatic animals.



The South End will encourage the school systems and the local universities to conduct field trips and wildlife studies. Bird watching societies and other animal protection organizations will be invited to participate in the promotion and protection of the area. To assist visitors in identifying the various species of animals and plants, information panels will be displayed showing the various species to be found in the preserve.

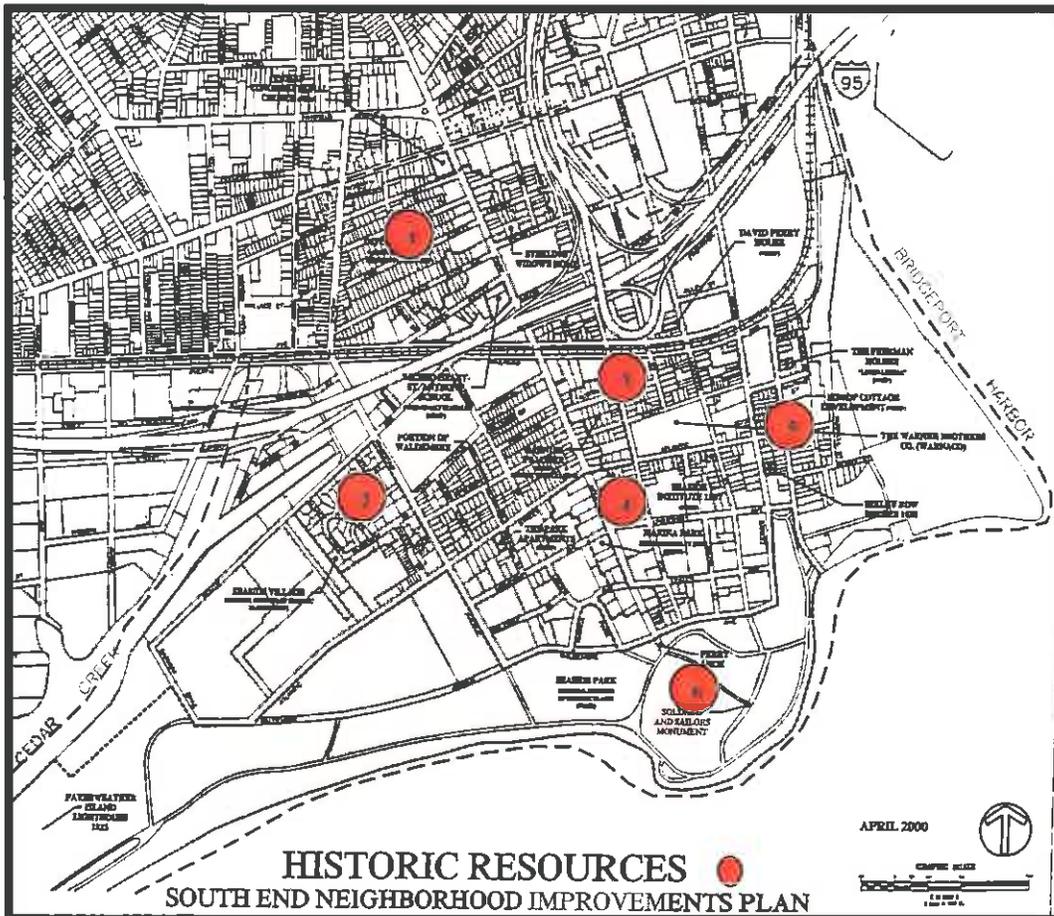
### 3. Historic Districts

The South End is home to six historic districts and 270 (appendix) historic properties. The historic districts shown in Map 19 are known as:

- |                     |                    |
|---------------------|--------------------|
| 1. Division Street. | 2. Seaside Village |
| 3. Barnum Palliser. | 4. Marina Park     |
| 5. Bishop Cottages. | 6. Seaside Park    |

Other notable historic resources are the Freeman House; Seeley Row, David Perry House; the United Congregational Church; Sacred Heart-Saint Anthony School and the Park Apartments and the Seaside Institute at the corner of Lafayette and Atlantic Street.

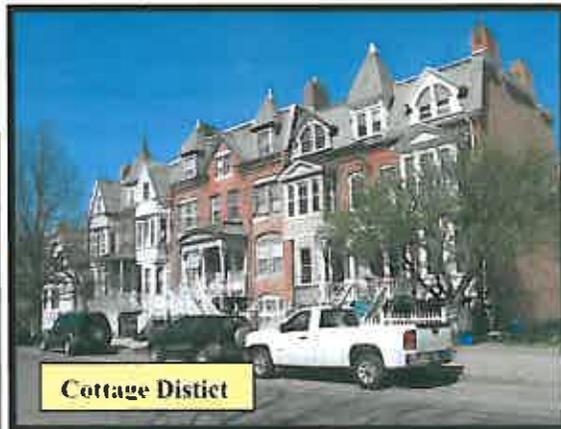
#### SOUTH END HISTORIC DISTRICTS



## Historic District components and Registry

- i. Division Street Historic District
  - Black Rock Avenue, Cottage Street, Couse Street, Hanover Street, Lewis Street, Park Avenue, Prospect Street, Seeley Street, and West Avenue
  - All Phases of Victorian structures from Mansard to Row Housing
  - National and State recognition
  
- ii. Seaside Village Historic District
  - Alsace Street, Flanders Street, Burnham Street, Forest Street, Forest Court, Sims Street, Little Street and Iranistan Avenue.
  - World War II housing
  - Local and State Recognition
  
- iii. Barnum Palliser Historic District
  - Austin, Gregory, Myrtle & Atlantic Streets
  - High Victorian (Queen Anne and Italianate)
  - National & Locally recognized
  
- iv. Marina Park Historic District
  - Park Avenue, University Avenue, Linden Avenue and Atlantic Street
  - High Victorian
  - Nationally, State and Locally recognized
  
- v. Cottage Development Historic District
  - Broad Street, Atlantic Street & Main Street
  - Mix of industrial, commercial mid-1900's cottages and Victorian structures.
  - Nationally, State and Locally recognized
  
- vi. Seaside Park Historic District
  - Built in 1918
  - Park Avenue, Waldemer Avenue, Atlantic Avenue, Broad Street, Main Street and Main Street extension
  - All of Seaside Park and Beach
  - Nationally, State and Locally recognized

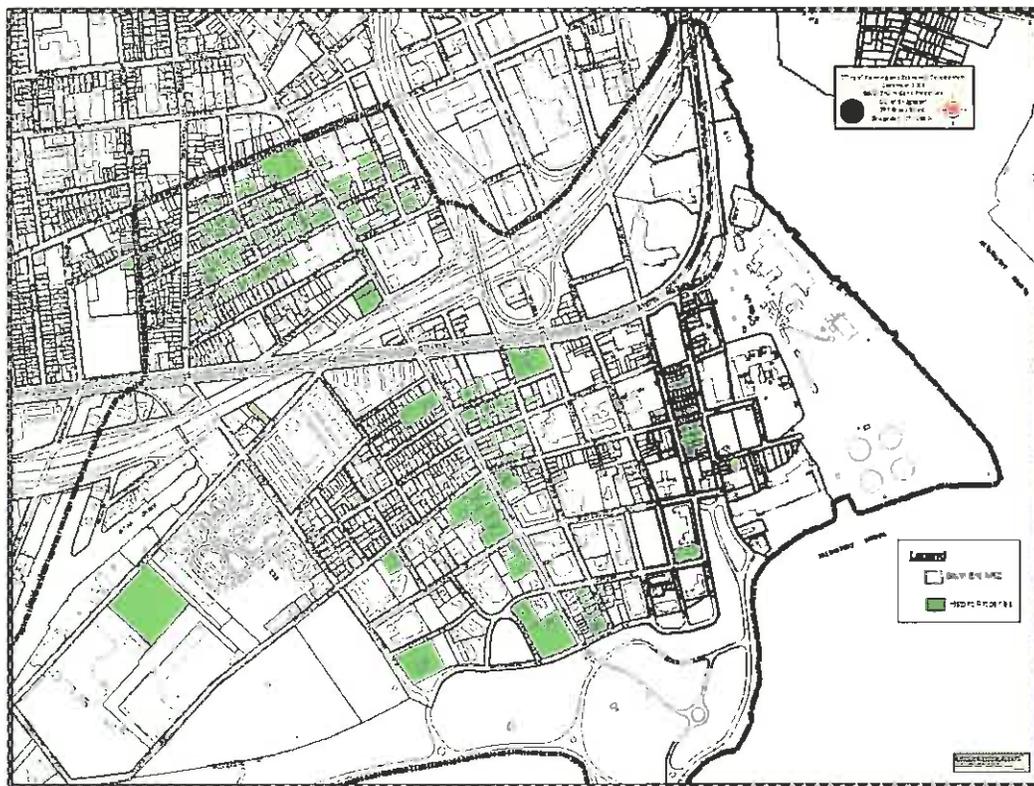
Historic structures in the South End are predominantly residential. It is therefore the intention of the South End NRZ to protect and promote the historic character of the neighborhood by creating awareness of its historic resources, and, to utilize Bridgeport's Historic



Commissions and protective regulatory agencies such as anti-blight and zoning, etc. for protection and enforcement. The NRZ

Implementation Committee will also elect a Design Standard committee to review and make suggestions on exterior designs submitted by developers.

### All South End Historic Properties



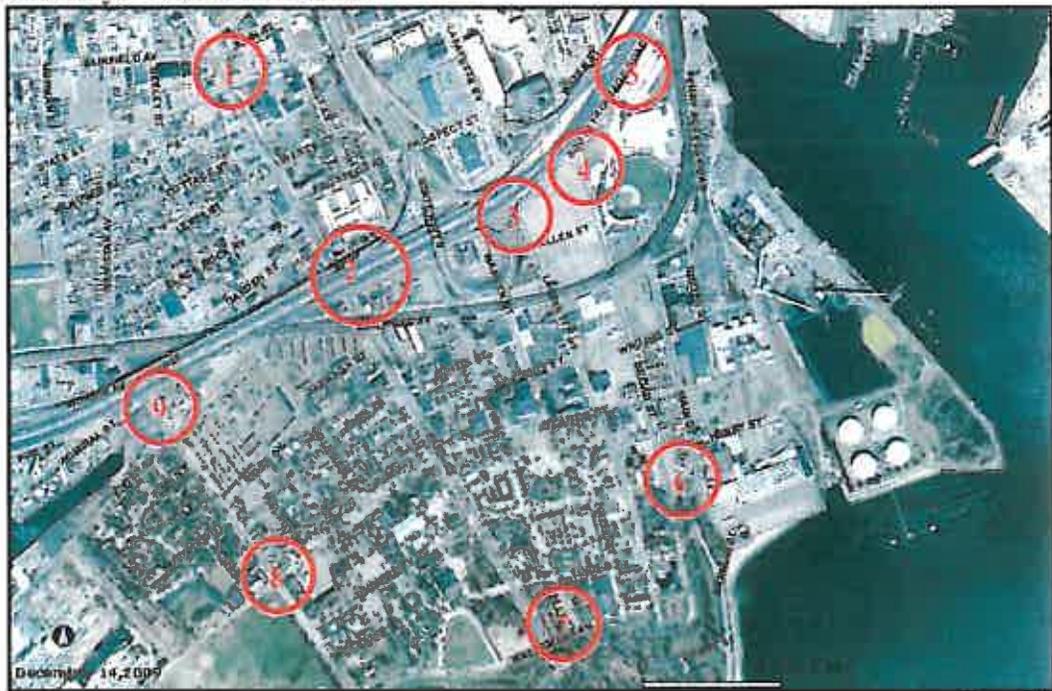
Map 20

4. Develop Neighborhood Gateways, Beautify Viaducts and Improve Vehicular Directional Flow & Pedestrian Safety

a. Gateways

The first impression visitors to the South End encounter are the underpasses and viaducts. These portals belie a negative impression of the South End and offer no hint of the treasures to be found just a few blocks south in the beautiful historic neighborhoods, University of Bridgeport and Seaside Park. Shown below (Map 21) are nine gateway entrances to the South End and Seaside Park. Nearly all north to south entry routes pass under railroad viaducts and Interstate-95 overpasses. These South End entry points are more often than poorly lit, marred with graffiti, heavily littered and are absent of signage providing visitors direction and location information.

**Gateways to the South End**



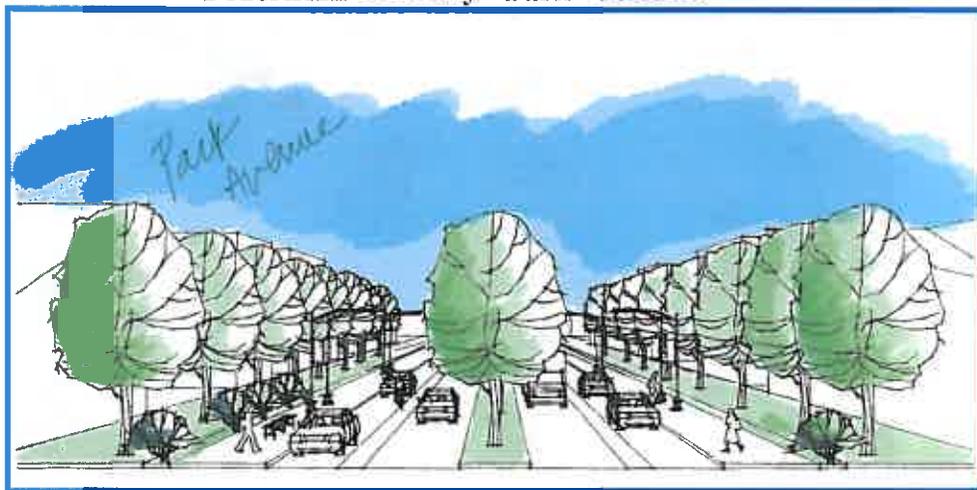
Map 21

The nine most prominent gateways to the South End are located along (1) Park Avenue at State Street; (2) Park Avenue at the I-95 and Railroad overpasses, and; (7) Park Avenue at the Perry Arch. The Lafayette Street gateway is located at; (3) the I-95 underpass. The Iranistan Avenue gateways are located at; (8) Seaside and Marina Village and; (9) the sports fields and Concert Shell. Broad Street gateways are located at; (4) I-95 underpass; (6), the Trolley Stop; (5) Pedestrian Walkway under I-95 and the railroad tracks

i. Park Avenue Gateways 1, 2 & 7

The Park Avenue Gateway located at the corner of State Street and Park Avenue is the northernmost entry to the South End. Signage welcoming visitors will include historic districts, Seaside Park and relevant landmarks. Electrified Reproduction Victorian lamps posts will accent the existing setbacks and sidewalks adding to the appeal of the residential Division Street Historic District neighborhood to be denoted by appropriate signage. The second Park Avenue Gateway considered a high priority entrance, located at the I-95 and Metro North rail overpass presents a dark; often litter strewn area in which pedestrians will not walk due to the perception of crime. Commercial properties between these gateways are in poor condition yet the stretch is anchored by substantial investment and rehabilitation of the Park City Hospital and Roosevelt School. The NRZ seeks to institute a streetscape and façade program to beautify and re-invigorate business and provide pedestrians and bicyclists an enjoyable experience along the Avenue. The NRZ cites issues such as non-conformance, blight, loitering and crime to be critical in recapturing and providing safe passage along this portion of Park Avenue.

**Pedestrian Friendly Park Avenue**



Cultural Landscapes Landscape Architecture & Regional Planning  
University of Massachusetts, Amherst

Concept Sketch

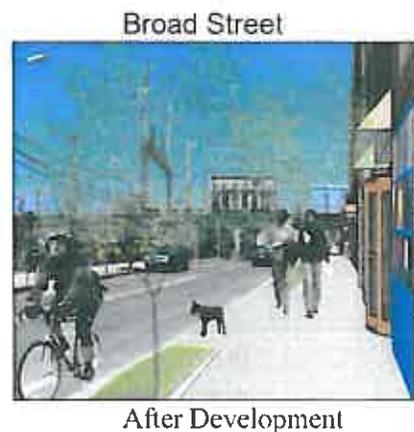
ii. Lafayette Street Gateway.

Lafayette Street will serve as an important entry to blocks above and below Railroad Avenue in addition to the Lofts at Lafayette that, , would serve well as mixed use developments. Envisioned are a pedestrian center with retail shops, residential units, indoor and outdoor eateries and greenspace.

Lafayette Street is presently underutilized. The South End recognizes the opportunity to develop the Street to serve as primary connector, linking Housatonic College to the University of Bridgeport and Seaside Park. Signage and landscaping is needed along the setbacks and at intersections.

iii. Broad Street Gateway

Broad Street is unquestionably the most important connector and gateway into the South End, providing access to the Arena, the Ball Park, the University of Bridgeport, the Cottage Street Historic District and the eastern entrance to Seaside Park known as the as “Trolley Stop Gateway.” Broad Street also serves as the Downtown Service District connector and conduit to the Transportation Center. Signage is needed, as is landscape beautification. Event signage should be placed at the I-95 underpass to assist travelers seeking the aforementioned locations and parking. Present signage is small and easily missed. Lighting should be applied to the underpass giving pedestrians a greater sense of security and green barriers should be planted along the western edge of the street until such time that development occurs.



iv. Port Jefferson Ferry & Pedestrian Gateway



The Port Jefferson Gateway provides accessibility from the DSSD Transportation Center from the bus and train station past the Port Jeff Ferry and on to the Arena and Bluefish Stadium. This gateway is heavily used by visitors arriving by public transportation during arena and stadium events, park events and festivals. Signage is non-existent and installation should be of primary importance. Lighting is weak under the railroad viaduct and along the pier and should also be improved immediately. The neighborhood should work with the Port Authority to make better use of the restaurant facilities and to better facilitate the Port Jeff ferry traffic.

v. Iranistan Avenue Gateway

The two gateways located on Iranistan Avenue are the primary western entrances to the South End are in need of historic district signage denoting Seaside Village Historic District and directional signage to Seaside Park.

vi. Seaside Park Gateways

Three Seaside Park gateways in the South End are envisioned as centers of activity and potential future development in the neighborhood, creating nodal areas along the network corridors. These gateways will be created at the historic trolley stop on the northeastern tip of Seaside Park, the historic Perry Arch at the entrance to Seaside Park from Park Avenue, and at the intersection of Iranistan Avenue and Atlantic Street on the Western side of the neighborhood.

1. Seaside Park Athletic Fields & Concert Shell Gateway

Map 22

This lower Iranistan gateway” is an important visual connection to the Sound as well as an interface between the University of Bridgeport and a more residential section of the South End neighborhood. The architectural character along Iranistan Avenue heading south from the railroad underpass is strong, and there is a built-up quality to the street edge until one reaches this intersection, where an expansive view to the southwest is revealed and Long Island Sound and Seaside Park becomes a prominent visual feature. This gateway will mark an important character change in the streetscape, and act as an important visual connection within the neighborhood.



2. The ‘Trolley Gateway’ Map 23

This gateway will act as an interface between the University of Bridgeport, the revitalized Main Street and Broad Street corridors and Seaside Park. It is also an important visual Gateway looking South East out over Long Island Sound and North up the corridor.



3. “Park Avenue Gateway” Map 24

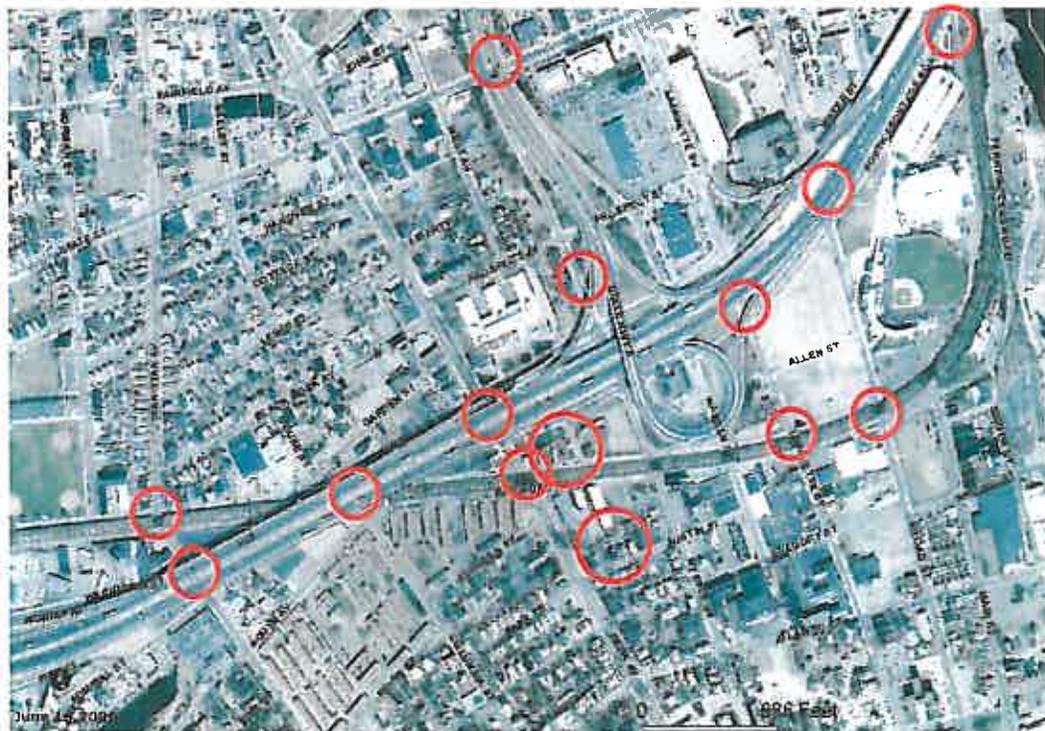
Envisioned as the main recreational hub of the neighborhood. Residents and visitors entering the park at the gateway will enjoy the parks-scape views, recreational loops for biking, running or walking to Seaside Park and other Entertainment amenities. From this gateway, there will also be a series of signs with appropriate mile markers and connections to existing recreational opportunities within the Park.



b. Viaducts & Underpasses

The South End has more viaducts and underpasses than any of the other neighborhoods. These locations, especially the viaducts under the railroad tracks, are frequently flooded, are too low to allow for large trucks to pass through, are dark and often times dirty and covered with graffiti and are problematic in the event of an evacuation. In addition, the viaducts add to the confusion caused by the street layout in the South End. The NRZ recognizes the issues and will seek to beautify these areas and petition the WPCA and the City for improved drainage as well as improved mobility through these areas. The map below shows the locations of the viaducts and overpasses

**Viaducts and Underpasses in the South End**



Map 25

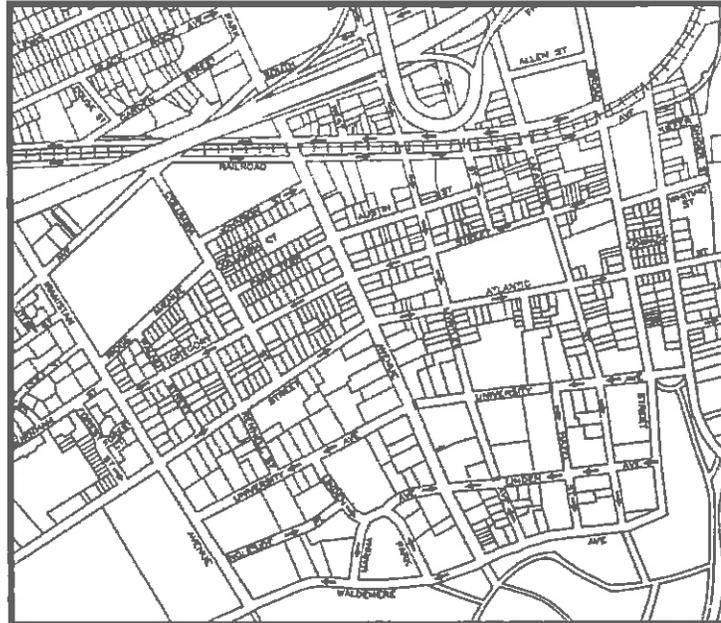
c. Improve Vehicular Infrastructure Directions

The South End vehicular infrastructure was not designed to accommodate the impact of modern day Transportation and service delivery modes, and nowhere in the City of Bridgeport is the impediment of outdated undersized and confusing circulation patterns more keenly felt than in the core of the South End, between Railroad Avenue, Waldemere Avenue, Iranistan Avenue and Broad Street. Many of the streets are one way and/or dead-end, especially in the area of University of Bridgeport.

In order to create efficient circulation flow patterns and create a more accessible visitor friendly community, it is recommended that the following streets become two-way: Atlantic Street, Gregory Street, University Avenue, Howe Drive,

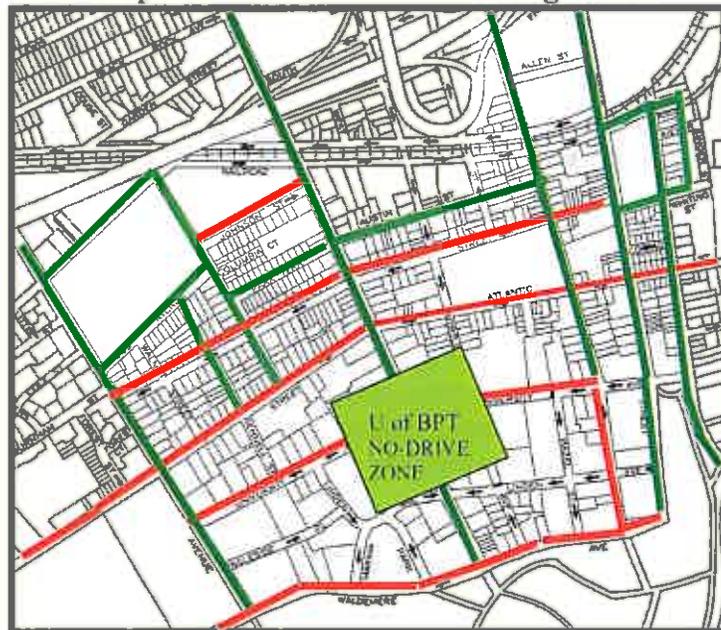
Johnson Street and the southern portion of Lafayette Street. In addition, it is also recommend that the road between Main Street and Broad Street at the northern tip of Seaside Park be closed to vehicular traffic with the exception of special events. The challenge to traffic planners will be to create parking space, both on and off street.

**Existing Street Directional Configuration**



Map 26

**Proposed Street Directional Configuration**



Existing Two way — Proposed Two Way — Map 27

d. Pedestrian Safety

South End streets and avenues have been identified as providing inadequate accessibility and protection for non-vehicular movement. Pedestrians and bicycle riders must traverse sidewalks that are in disrepair with poorly or unmarked



Map 28

crossing designation. The South End residents must petition the State and the City to better demarcate cross walks, provide needed lighting and signage and ensure that the pedestrian crossings are visible and acknowledged by passing motorists. Sidewalks should be on either side of the street and constructed wide enough to support student and residential pedestrians.

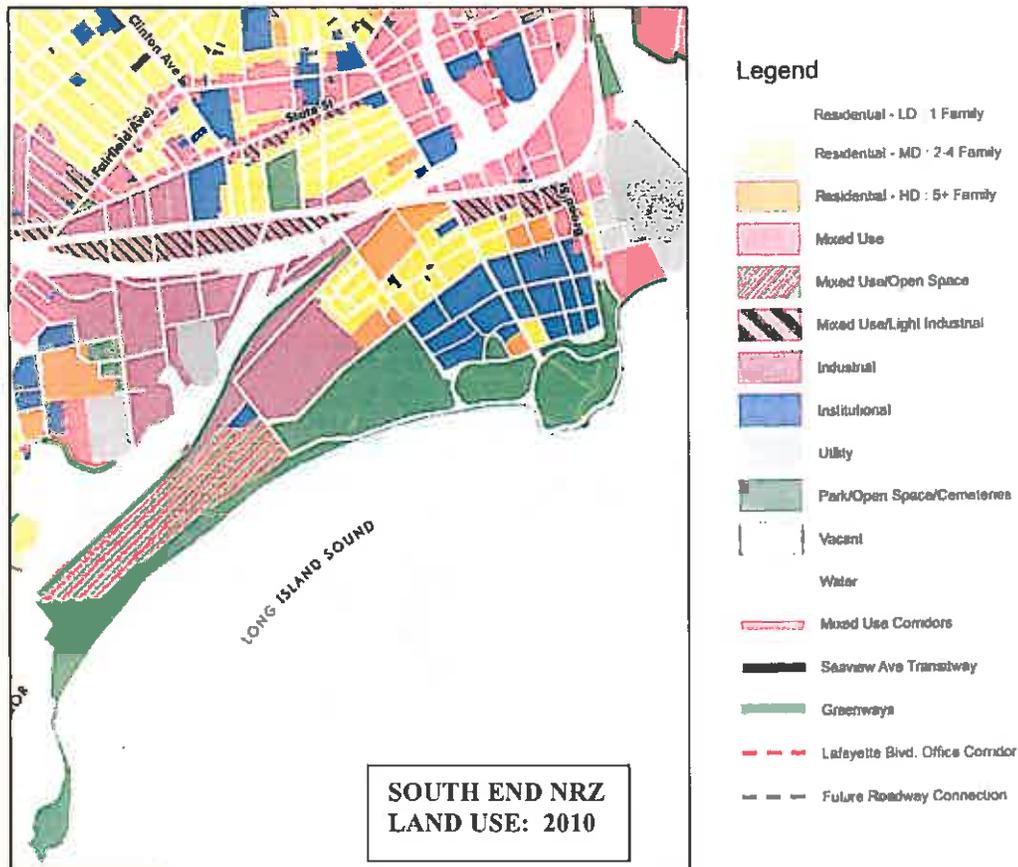
Presently, areas with the fewest marked crosswalks are those with the densest populations. All streets surrounding Marina Village and Seaside Village should be reviewed, including streets and avenues in the area the Lofts at Lafayette, Hanover Street, Cottage and Lewis Streets and Black Rock Avenue.

5. Land Use, Zoning, & Floodplain

a. Land Use

Under the new Land Use designation, the South End Land Use consists of the following approximate uses: park land and open space (Greenways) 45%; Residential 20%; mixed-use/ mixed use light industrial 15%; Heavy industrial 8%; institutional 8 %; Utility 9%; other 3%.

The South End population has decreased over the last two decades, as have manufacturing jobs and workplaces. Under the new land use designations, The South End will have more developable mixed-use properties. The new designation will boost the South End businesses, help achieve a desirable population level and will assist the Downtown Special Service District goal of



Map 29

expanding and connecting the South End to Downtown along Broad Street and along lower Main Street and further south to the “Trolley Stop” entrance of Seaside Park. Mixed-use will play an integral economic factor in achieving the commercial and residential goals of the South End NRZ

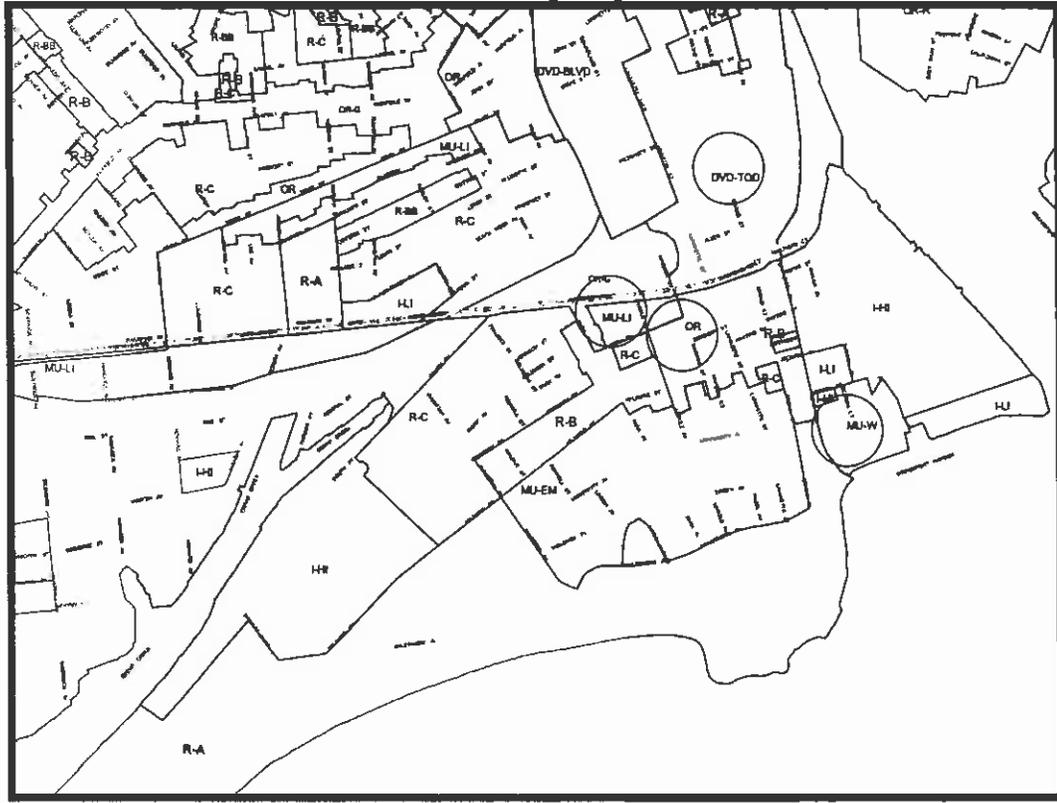
b. Zoning

The new Zoning map has changed significantly above the railroad tracks to the east. The new designation is Transit Oriented District DVD-TOD allowing for housing and commercial uses. Below the railroad tracks, between Park Avenue to Warren Street and south to Austin Street, is now zoned MULI allowing mixed use and light industrial operations for small environmentally friendly manufacturing such as furniture etc. Office Retail is found between Myrtle Avenue and Main Street, Railroad Avenue and on either Atlantic Street. Lastly the Remington Shaver site has been changed from Heavy and Light industrial to Mixed Use Waterfront MU-W.

The mixed use classification allowing for residential and commercial development is hoped to attract restaurants and other pedestrian amenities including commercial activity and neighborhood-sustaining goods and services

outlets. It is the desire of the neighborhood that the mixed-use buildings housing these functions are limited in height to that of mid-rise classifications.

**South End Zoning Map: 2010**



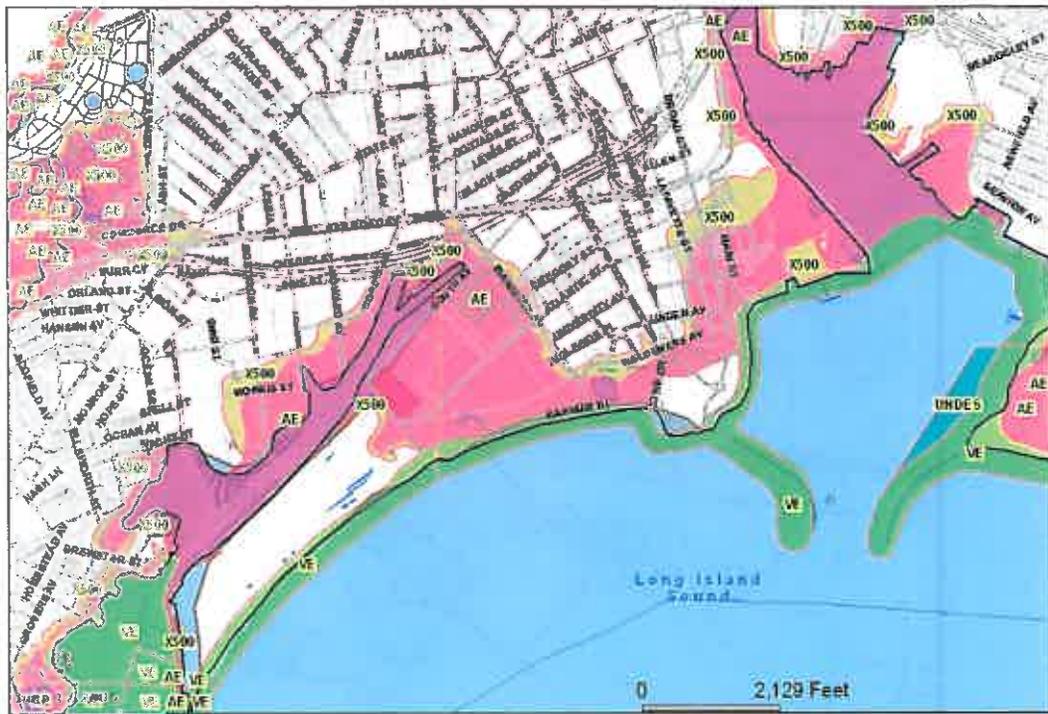
Map 30

## Flooding

### c. Coastal Management Floodplain Boundaries

The City's current Coastal Site Plan Review procedures are outlined in Article 14.3 and implementation Sections 22a-105 through 22a-109 of the Connecticut General Statutes. There are no specific additional local requirements for implementing the States Coastal Policies. Flood Hazard areas (100—Year Flood Boundary) are located along Bridgeport Harbor to the east, the entirety of the south eastern shore up to Waldemere Avenue and along Broad Street, then Lafayette Street to Atlantic Street and to the west,; the entire length of Cedar Creek with flooding covering all of the Sikorsky Plant north to the railroad tracks and east to Iranistan Avenue. The 500 year floods uniformly 500 feet further inland with the exception of several blocks above Atlantic Street and east of Myrtle Avenue where flooding continues to approximately 500 feet southeast of the railroad tracks.

Buildings in the floodplain must be in compliance with State and Federal code.



Coastal Flood Plan Management

Map 31

## XI. QUALITY OF LIFE

### Increase Quality of Life: Work with local Social Institutions, Police and City Regulatory Agencies

Several components of regulatory process and quality of life issues are identified as needed by South End Residents:

- Anti-Blight Program
- Crime & Block Watch
- Education & Job Training
- Home Ownership
- Housing Rehabilitation & Code Compliance
- Social & Faith Based Services
- Noise Reduction
- Sidewalk Improvement and Street Lighting
- WPCA: Sewage and Rain Water Run-Off

1. **Anti-Blight**

The South End is fortunate that it does not have a huge number of blighted properties (24) identified in 2007 by City Scan. However, there are a significant number of buildings in need of attention. A full listing of the South End properties can be found in the appendix under *South End Properties*.

To assure the reduction of blighted properties in the South End, the NRZ Committee must work closely with City’s Blight and Housing Code Offices. Nationally, it has been proven that City’s with Anti-Blight Laws have been able to refurbish many blighted properties that are now productive and positive elements in neighborhoods otherwise heading towards social and economic collapse. Enforcement of laws also ensures that absentee landlords are held accountable for the condition of their property(s), thereby dissuading prospective negligent landlords from purchasing properties in the South End. Conversely, those



**Blighted Vacant House**



**Blighted Vacant Lot**

Individuals seeking a safe, clean neighborhood for investment to or in which to raise a family, will be drawn to the South End.

<b>South End Blighted Properties*</b>					
<b>#</b>	<b>Street/ Avenue</b>	<b>Block</b>	<b>Lot</b>	<b>Designation</b>	<b>Type</b>
253-255	Atlantic Street	0532	19	Blighted building	Residential
57-59	Black Rock Ave.	1161	14	Blighted building	Commercial
150	Black Rock Ave.	1160	20	Blighted building	Residential
73-75	Black Rock Ave.	1161	15	Blighted building	Commercial
114	Cottage Street	1155	04	Blighted building	Residential
127	Garden Street	1163	02A	Blighted building	Commercial
95	Garden Street	1163	14	Blighted building	Residential
196-198	Gregory Street	0519	04	Blighted building	Residential
591-593	Gregory Street	0410	12	Blighted building	Residential
425-427	Gregory Street	0407	22A	Blighted building	Residential
69-71	Hanover Street	1155	20	Blighted building	Residential
122	Main Street	0542	02A	Blighted building	Commercial
354	Main Street	0515	05	Blighted building	Residential
309	Main Street	0527	11	Blighted building	Mixed-use
360-366	Main Street	0515	04	Blighted building	Residential
327	Myrtle Avenue	0523	07	Blighted building	Other

#	Street/ Avenue	Block	Lot	Designation	Type
330	Warnaco West	0524		Blighted building	Industrial
401	Park Avenue	0404	14	Blighted building	Commercial
59	Park Avenue	0423	04	Blighted building	Residential
695	Park Avenue	1161	12A	Blighted building	Commercial
81	Ridge Avenue	0405	26	Blighted building	Residential
1095	South Avenue	0427	21	Being Rehabed	Commercial
250	Waldemere Ave.	0423	03	Blighted building	Residential
231	West Avenue	0951	06	Blighted building	Residential
239	West Avenue	0951	07	Blighted building	Residential

Table 19

2. **Cleanup and Beautification**

South End neighborhood groups should work closely with established groups to organize cleanup drives on a regular basis with special efforts targeting graffiti and illegal dumping. This effort should be mobilized by a Block Watch Committee and should work closely with Mayor Bill Finch’s “Be Green” beautification initiative and Ground Work Bridgeport that supports youth conservation teams

3. **Housing/ Structure Rehabilitation and Code Compliance**

Numerous properties throughout the South End are in disrepair and/ or not in compliance with local and State building and safety codes. These structures must be repaired and updated to stabilize the neighborhood. The NRZ Committee should work with the City to enact stringent and consistent enforcement with a focus on absentee-owned properties, derelict properties and brownfields.

Adaptive reuse is a planning and development tool through which the neighborhood and developers can salvage and update Industrial buildings that have outlived their original use, replacing their prior functions with productive uses that compliment and facilitate the goals of the South End. If left alone, these buildings become vulnerable and subject to abandonment, blight and crime. In addition, these buildings contain scarce and valuable material resources that when reused, will conserve on the environment and promote historical

The neighborhood should provide additional support to programs promoting health and human services covered under Code and State Statute. Bridgeport Neighborhood Trust is presently utilizing \$2,000,000 of HUD Funding through the City of Bridgeport’s Lead Free Families Program Lead Elimination Act to create 160 lead free units. The program will include lead education and abatement procedure and will extend over a three year period.

4. **Home Ownership**

The South End NRZ has a low owner occupancy rate due in part to the multi-unit housing found above Rail Road Avenue and off-campus student housing properties owned by the University of Bridgeport. The NRZ Planning

Committee advocates ownership, recognizing that there is a direct correlation between a well kept neighborhood and homeownership.

Previously mentioned housing stock losses have provided vast tracts of land providing opportunity for new housing. The NRZ seeks to act in partnership with Bridgeport Neighborhood Trust (BNT) to build upon their existing efforts and successes in the South End and to introduce their homeownership counseling program. In addition, BNT, a HUD approved and CHFA certified.

To assist homeowners BNT provides prospective homeowner's one-on-one counseling, monthly Pre-Purchase Homeownership classes and monthly Post-Closing Workshops including Foreclosure Prevention, Financial Literacy and Landlord Tenant Training. The City has selected BNT to serve as the administrator of the Down Payment and Closing Cost Assistance Program providing eligible applicants with up to \$25,000 down payment and closing cost assistance.

BNT has offered to assist the NRZ in a leadership position in matters regarding housing. Their assistance will expedite the process for the South End Neighborhood.

The South End has and will entertain the construction of other forms of housing such as condominiums and duplexes and will seek a number of housing entities such as Mutual Housing Association, the Bridgeport Housing Authority and Habitat for Humanity to support and achieve the NRZ goals.

5. **Crime**

The South End in the year 2006 ranked as one of the safest neighborhoods in Bridgeport reporting 135 felony arrests south of the railroad tracks. However, the Planning Committee has identified that to maintain and improve upon the present low crime status, a Community Block Watch Program must be reinstated to perform the following tasks:

- i. Form four Block Watch groups, two to monitor the area above the railroad tracks and two to monitor the areas below the railroad tracks
- ii. Work with Police to monitor and report illegal dumping, noise and graffiti.

6. **Education and Job Training**

The South End has been identified as having a higher than average high-school dropout rate. The NRZ proposes to act in concert with local schools and Universities and Social Service organizations to explore and utilize programs to help stem and reverse this trend. Through this effort it is hoped that a higher percentage of students will graduate and move on to college and gainful employment. To assist those that are not planning a College career, the NRZ proposes to serve as a resource center to assist graduates (and others) to contact employment agencies and services.

Bridgeport International Academy: 285 Lafayette

The City Master Plan recognizes the loss of heavy industry and the rise in light industry, especially in the field of Bio-technology and the Health Industry. The NRZ will seek to form partnerships with local medical facilities and training programs to prepare students and others, for careers in the health industry.



The City of Bridgeport has recently completed a \$200 million dollar New Schools and has been committed to the development of magnet schools and the refurbishing of existing educational facilities. Amongst the more recent projects is the University of Bridgeport Swing Space School that houses up to 750 pre-K-7 students who have been displaced while construction is underway at their prospective schools. The cost of the project is estimated at \$35.5 million.

Swing Space School: University of Bridgeport



## **7. Social & Faith Based Services**



The South End Neighborhood is fortunate to have religious institutions and social organizations to assist citizens in community functions and provide a wide range of services to support the social well being of the neighborhood (e.g. food banks, serving dinners, counseling, etc.). They play an important role in promoting civic programs and neighborhood improvement projects as well.

Social organizations also assist the community in maintaining a healthy family oriented environment. The YMCA, for example, located at 850 Park Avenue, provides the community with pre-school childcare programs, sports programs, family fitness programs and special events. In addition, services are provided for those seeking grief counseling, help in overcoming addiction, shelter and food assistance. Twelve social services, 13 churches and 9 educational institutions are available for citizens to address these needs.

8. **Noise Pollution**

The South End is subject to its most severe noise problem along the I-95 exit 26 and Amtrak Railroad corridors. Neighborhood automotive corridors such as State Street, Park Avenue, Atlantic Avenue and Seaside Park also contribute to automotive and motorcycle noise disturbances, especially in the summer months. Other factors contributing to noise are attributed to radios played at high volume and special events.

The NRZ Committee will address Noise issues by requesting additional police patrols, contacting the Mayor's Office, reporting incidents through the Neighborhood Watch and talking with event promoters in the hope of achieving mutually acceptable actions to reduce noise pollution.

9. **WPCA: Sewage and Rainwater Runoff**



The City of Bridgeport, the Water Pollution Control Authority and the State have begun to address the pollution problems caused by discharge of runoff and sewage into Long Island Sound. The South End is particularly vulnerable to the impact of backup of contaminated water. Proximity to Long Island Sound and a low elevation above sea-level make it

particularly vulnerable in coastal storms where tides are driven in and rain water discharge is pushed back by the tidal surge. Exacerbating this problem is the age of the discharge pipes lacking the capacity to handle flow, sections of damaged pipes, and the fact that sewage runs through the same system as the rainwater.

Per example: during every heavy rain of even short duration, Lafayette Street becomes a lake filled with backed up water and sewage due to joint sewage/



storm discharge pipes the lacking the capacity to handle the discharge, thereby flooding Lafayette Street both south and north of Atlantic Street. Cars entering or leaving this area are required to take a detour due to 8 to 12 inches of water that frequently covers the entire street during such a rain.

Frequently the backup of water flows into the Seaside Institute building on the corner of Lafayette and Atlantic Streets, flooding the elementary school and apartments located on the first floor (basement level). Concurrently, the parking lot across the street becomes flooded causing interior damage to cars

parked the and on the street. Iranistan and State Street are also subject to flooding.



After a heavy rainfall, area beaches are sometimes closed to swimming because of high bacteria counts from raw sewage overflowing from treatment plants and from antiquated systems that combine effluence with runoff and then discharge into Long Island Sound. The overflow occurs because rainwater runoff drain basins feed directly into sewage lines resulting in volumes that exceed the

discharge lines and treatment plant capacity.

The South End NRZ Planning Committee considers the repair and reconfiguration of the neighborhood discharge lines to be of primary importance to the viability of the neighborhood's recovery to the status of a healthy and safe environment.

The NRZ Implementation Committee will seek support from City Officials and Offices, the Water Pollution Control Authority, to prioritize the South End as the next Bridgeport neighborhood to be addressed.

The following streets and avenues have been identified by the South End NRZ as impassible or flooded during a heavy rain and are in immediate need of drainage improvements:

<b>South End Streets Regularly Flooded by Heavy Rain</b>	
Iranistan and Railroad Avenues to Black Rock Avenue:	Impassible
Iranistan Avenue between Ridge, Gregory and Forest Court	Impassible
Iranistan Avenue between Cottage Street and Lewis Street	Flooded
Park Avenue and Railroad Avenue:	Impassible
Park Avenue by the Arches at northeast corner	Impassible
Broad Street and Whiting Street	Impassible
Broad Street between Whiting and Atlantic Streets	Often Impassible
Burnham Street at corner of Forest Street Seaside Village	Flooded
Little Street in Seaside Village by Sims Street	Flooded
Austin Street and Warren	Flooded
Warren Street and Railroad	Impassible
Atlantic Street and University on Lafayette Street	Impassible

Table 20

## 10. Streetscape Improvements



South End neighborhood streetscapes are generally in poor condition. Though some have been upgraded over the past decade many are buckled from frost heaves and tree-roots while others have been damaged and remain in disrepair having been hit snow plows and heavy equipment.

Of great importance is the creation of safe streets, where pedestrian and bicyclists are able to move about without the fear of being struck by a motor vehicle. To reach this goal, setbacks will have to undergo rezoning and roadways will have to be widened.

## **XII. PHASE STAGES: Conclusion and Wrap-up of Goals & Objectives** **(Short-Term & Long-Term Objectives & Strategies)**

### **1. Phase I – Community Organization**

#### **Short-Term Revitalization Projects 2010 through 2015**

##### **a. Establish an NRZ Steering Committee**

The Steering Committee will be responsible for implementation of the South End NRZ Strategic Plan and will assure that the NRZ has suitable representation from local neighborhood organizations and the stakeholders that have been involved in the development of the South End Strategic Plan:

- Residents
- Businesses
- Faith-based Organizations
- Law Enforcement
- City Council and State Representatives
- Non-profit organizations (Bridgeport Housing Authority, Habitat for Humanity, Mutual Housing, Bridgeport Neighborhood Trust)
- Educational Institutions (University of Bridgeport)

##### **b. Strategic Plan Document**

Publish the South End NRZ Strategic Plan and market it within the community and government officials and agencies

- City leaders & elected officials
- Neighborhood leaders
- Government Offices
- Public buildings (Libraries, City Hall)

##### **c. Block Watch Patrols**

Promote the creation of block watch patrols within the South End

- Provide support existing block watch groups
  - Support policing and other neighborhood safety organizations.
  - Seek training and assistance from the City Police Department.
  - Block-watch reports of findings/ activities to the NRZ Committee on a regular basis.
- d. Neighborhood Refuse & Debris Clean-up  
Work with local neighborhood groups and City Departments to coordinate cleanup efforts within the neighborhood:
- Special focus should be given to Seaside Park, Park Avenue, State Street, Railroad Avenue
  - Playing fields
  - Viaducts and underpasses.
  - Seek assistance from the Parks Department and
  - Seek assistance from Public Works
  - Report to those Legal and Regulatory relevant City agencies illegal dumping or refuse in the neighborhood.
  - Schedule neighborhood cleanups on a quarterly schedule.
- e. Communication  
Assign a member or sub-committee to keep informed on South End issues proposed or in the regulatory process:
- Support continuation of existing community organizations
  - Create membership mailing or website in which meetings, new projects, active project status, neighborhood events, minutes and findings may be posted in English and Spanish.
  - Create special committee to work with City and Port Authority so as to retain the Port Jefferson Ferry in the South End

### Mid Term Objectives Phase I: 2016 through 2020 (6-10 years)

- a. Update NRZ Plan
- Establish updated objectives
  - Amend Plan to reflect alterations of objectives
  - Reestablish time tables
  - Identify new funding sources and Stakeholders
  - Senior Assistance programs (Housing, Medical, Security & Emergency Response)
  - Youth Services (Police activity support, Medical, Education Assistance)

### Long Term Objectives Phase I 2020 through 2030 (11-20 years)

- a. Update NRZ Plan
- Establish updated objectives
  - Amend Plan to reflect alterations to objectives
  - Reestablish time tables
  - Identify new funding sources and Stakeholders

## 2. Phase II – Neighborhood Stabilization

Short-Term Revitalization Projects 2010 through 2015 (1-5 years)

- a. Negotiate Housing Investment Strategy with developers and City
  - Develop market pertinent housing guidelines to assist developers and prospective homeowners alike
  - Establish program to redistribute and de-concentrate pockets of poverty housing
  
- b. Stabilize density in established residential neighborhoods
  - Promote the use of vacant lots for new housing that is in keeping with street
  - Encourage homeowners through funding sources to rehab buildings in Disrepair.
  - Demolish blighted properties and rebuild structure that conforms with other houses on the street using NRZ historic guidelines
  - Work with the City and developers to strategize parking problems
  
- c. Seek to increase density along Mixed-Use corridors
  - Reestablish loss of population in the 1980's and 1990's
  - Promote adaptive reuse of vacant buildings, underutilized buildings and vacant sites
  - Accommodate and enhance TOD efforts
  
- d. Preserve Historic Properties & Seaside Park
  - Work with City Historic District Commission #1
  - Reevaluate architecturally significant buildings that are eligible for the National Registry of Historic Places
  - Identify needs and resources for landfill nature preserve
  - Incorporate historic structure design into building façade guidelines.
  - Establish bicycle route and South End Historic Heritage walking route

Mid-Term Neighborhood Stabilization Phase II: (6- 10 years)

- a. Update NRZ Plan
  - Establish updated objectives
  - Amend Plan to reflect alterations of objectives
  - Reestablish time tables
  - Identify new funding sources and Stakeholders
  - Identify structures entered onto historic lists
  - Identify projected population increase per project and determine infrastructure impact and capital project needs to accommodate population (Roads, sidewalks, crossing lanes, bicycle paths etc)

## 3. Phase III: Neighborhood Improvement Projects

Short Term Revitalization Projects: 2010 through 2015 (1-5 years)

- a. Retain Port Jefferson Ferry on the South End
  - Continue to petition the City Council and the Port Authority to retain the Port Jefferson Ferry in the South End
  - Actively work with the City and the Port Authority to provide improved circulation to mitigate traffic problems
  - Co-op strategies with the DSSD and the Downtown Task Force.
- b. Economic Development Request for Proposals (RFP)
  - Pequonnock Site
  - Remington Shaver Site
  - Conte Site
  - Lafayette Plaza Site
  - Bridgeport Housing Authority Site
  - Waldemere Avenue Site
- c. Vehicular infrastructure Improvements
  - Work with City Engineering to study & advise NRZ on directional configuration of Streets.
  - Work with City and WPCA to mitigate flooding at viaducts along railroad Avenue
  - Establish bicycle paths
- d. Streetscape Improvements
  - Repair and replace sidewalks
  - Increase depth of setbacks where possible to accommodate pedestrians and outdoor storefront activities
  - Put in place Signage directing people to venues and Historical Attractions
  - Reevaluate streets without crosswalks for pedestrian safety upgrades
  - Beautify viaducts with plantings, proper maintenance and art.
- e. Identify and Secure Additional Funding Sources to promote Projects

#### Mid-Term Neighborhood Stabilization Phase II: (6-10 years)

- a. Update NRZ Plan
  - Establish updated Objectives
  - Amend Plan to reflect Alterations of Objectives
  - Reestablish Time Tables
  - Identify new Funding Sources and Stakeholders
  - Identify Developers and Plans from RFP'S
  - Request Developers to identify Neighborhood Impact of proposed projects.

#### **4. Phase IV: Economic Revitalization**

Short Term Revitalization Projects: 2010 through 2015 (1-5 years)

- a. Mixed Use Development
  - Work with Economic Development to confirm support for redevelopment efforts and good-faith adherence to suggested redevelopment guidelines
  - Work with the Parks Department and the University of Bridgeport to promote connectivity and community.
  - Work with the Downtown Special Service District and the Downtown Task Force to establish a coordinated effort to better link and promote in kind, the South End commercial corridors to the downtown commercial district
  - Begin to actively advocate and enforce the removal of commercial and Industrial uses that are Inappropriate and Inconsistent with the Goals of the South End
  
- b. Broad Street Corridor Mixed Use Corridor
  - Promote mixed use commercial/ residential development
  - Set forth with design standard application to existing structures
  - Commence Sidewalk and Crosswalk program and road repairs
  - Eliminate bottlenecks through reconfiguration of directional streets
  - Improve public transportation and address parking issues

Mid-Term Economic Revitalization Phase IV: 2016 through 2020 (6-10 years)

- a. Mixed Use Pedestrian Complex
  - Promote mixed use pedestrian complex between Atlantic Street, Railroad Avenue, Lafayette and Myrtle Avenue.
  - Promote Transportation Oriented District and work with transit authority to establish better connectivity to all transportation modes to encourage increased ridership.
  - Improve Municipal Parking and Implement Street Parking regulations that will encourage and promote desirable and zoning compliant commercial activities

Long Term Economic Revitalization Phase IV: (2011-20 years)

- a. Transit Oriented Mixed Use Development
  - Fully functioning TOD with Sustainable commercial/ residential mixed-use development
  - Fully developed Vehicular and Pedestrian Connectivity along primary corridors.
  - Enhancement of previous modifications to Port Authority circulation
  
- b. Update NRZ Plan
  - Establish need to continue NRZ and if so:
  - Provide updated objectives
  - REAPPLY FOR NRZ STATUS
  - Amend Plan to reflect alterations of objectives
  - Reestablish time tables

- Identify new funding sources and Stakeholders
- Identify structures entered onto historic lists
- Identify projected population increase per project and determine infrastructure impact and capital project needs to accommodate population (Roads, sidewalks, crossing lanes, bicycle paths etc)